FIRST IN THE FIELD!

Offshore

The Marine Oil OPERATIONS Journal

$3 Million Test For Cay Sal Bank
(See Page 18)

MARLIN FISHING
Record Breaker

A record-breaking catch of a single Marlin fish with rod and reel was made by A. C. Glassell, Jr., on August 4, 1953, at Capo Blanco, Peru, when he hooked one weighing-in at 1,560 pounds!

RECORD BREAKING
Rigside Service

. . . is afforded offshore drillers by Security's "flying" representatives. They telescope days into hours, and hours into minutes. They guarantee that the right, rugged Security rock bits are always on hand — to reach "pay" at record-breaking speeds with record-breaking economy. Another reason why Security is *now 2nd in sales!* Let us put Security in *your* drilling.

Security®
ENGINEERING DIVISION
DALLAS, TEXAS • WHITTIER, CALIFORNIA
EXPORT OFFICE: P. O. BOX 13647, DALLAS, TEXAS

CANADA: Security Engineering Canada, Ltd., Edmonton, Alberta, Canada
W. HEMISPHERE: Security International, C.A., Caracas, Venezuela
E. HEMISPHERE: Security International, C.A., London, England

Write today for free booklet illustrating and describing 39 record-breaking sports achievements.

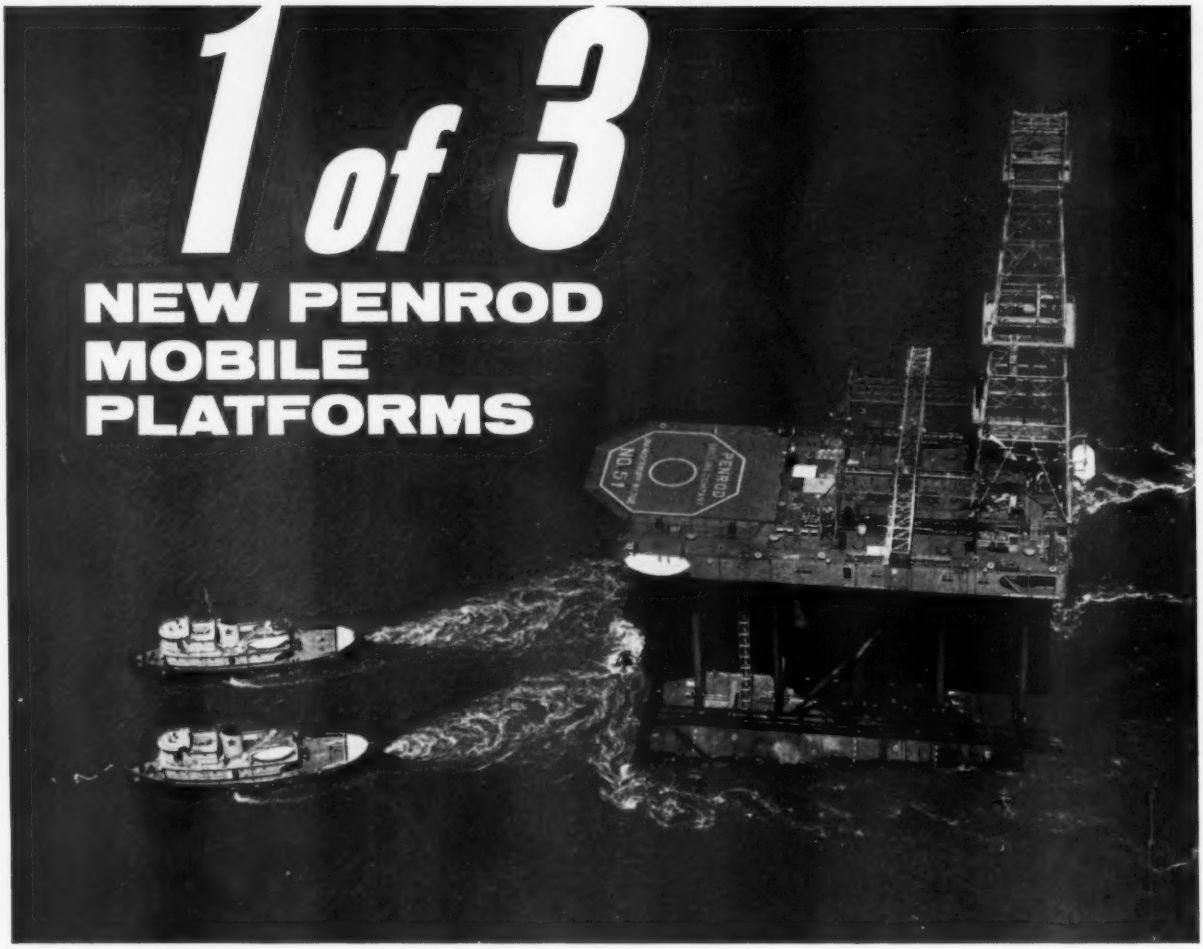
Fifty Cents

TABLE OF CONTENTS ON PAGE 5

April, 1958

1 of 3

NEW PENROD MOBILE PLATFORMS



Built to operate in 75 foot water—powered for 20,000 foot drilling—equipped with submersible float for complete mobility, Penrod's "Jim Woodruff," and its two companion platforms offer a new efficiency to any offshore drilling program.

And on all Penrod rigs:

CONTINUOUSLY IMPROVED EQUIPMENT AND METHODS
THOROUGHLY EXPERIENCED ORGANIZATION
INDIVIDUAL SUPERVISION OF EACH RIG
2-WAY RADIO ON ALL EQUIPMENT
MODERN HOUSING FOR OPERATING PERSONNEL
HIGH PRESSURE PUMPS
USE OF MAXIMUM DRILL COLLAR WEIGHT

FOR MORE
HOLE
PER
DOLLAR
•
ON LAND
ON
INLAND WATERS
OFFSHORE

CALL, WIRE OR WRITE TODAY

PENROD DRILLING COMPANY

J. P. (Jack) Johnson, Drilling Superintendent

TELEPHONE 3-1601

418 MARKET STREET SHREVEPORT, LOUISIANA

PENROD
LAND AND SEA
DRILLING COMPANY

USE THIS CARD

USE THIS CARD

To Subscribe to
Offshore

. . . and let us bill you later.
$2.00 FOR 1 YEAR . . .
$3.00 FOR 2 YEARS
. . . $3.00 1 YEAR FOREIGN,
$5.00 2 YEARS

FIRST CLASS
Permit No. 14
(Sec. 34.9 P. L. & R.)
Conroe, Texas

BUSINESS REPLY CARD
No Postage Necessary if Mailed in the United States

POSTAGE WILL BE PAID BY

OFFSHORE
The Marine Oil Operations Journal
P. O. BOX 977
CONROE, TEXAS

Offshore

SUBSCRIPTION CARD

(Or to Report Change of Address)

P. O. BOX 977
CONROE, TEXAS

Gentlemen:

☐ Please enter my subscription for one year and bill me for $2.00

☐ Please enter my subscription for two years and bill me for $3.00

Foreign—$3.00 per year, $5.00 for two years

☐ Please change my address to:

Name_____

Occupation_____

Company_____

Address_____

_____

USE THIS CARD

To Subscribe to

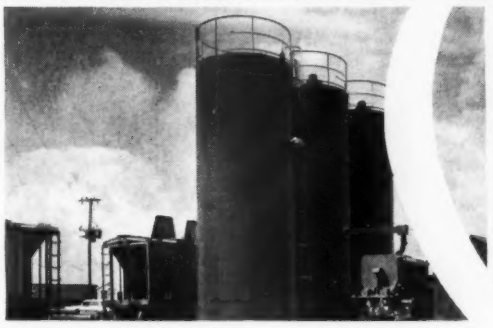
Offshore

. . . and let us bill you later.

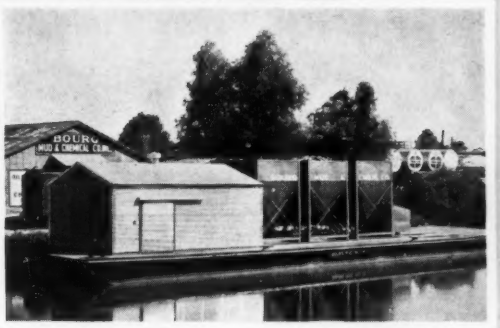
$2.00 FOR 1 YEAR . . .
$3.00 FOR 2 YEARS
. . . $3.00 1 YEAR FOREIGN,
$5.00 2 YEARS

Delta Tank Storage Bins for Drilling Muds and Cement...

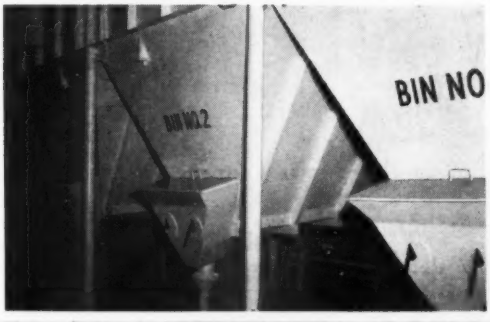
Do the Job!



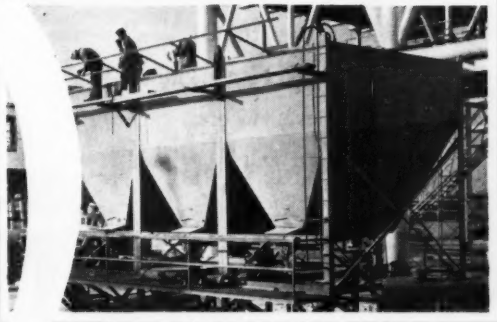
Bulk storage plant next to rail siding.



Bulk mud storage on barge.



Custom-built storage within a drilling tender.



Bulk mud storage plant on self-contained drilling platform.

Drilling operations in the Gulf of Mexico area have provided almost every known situation and problem for dry aggregate storage. Working closely with mud and cement specialists, Delta Tank engineers have developed solutions to meet each situation, each problem.

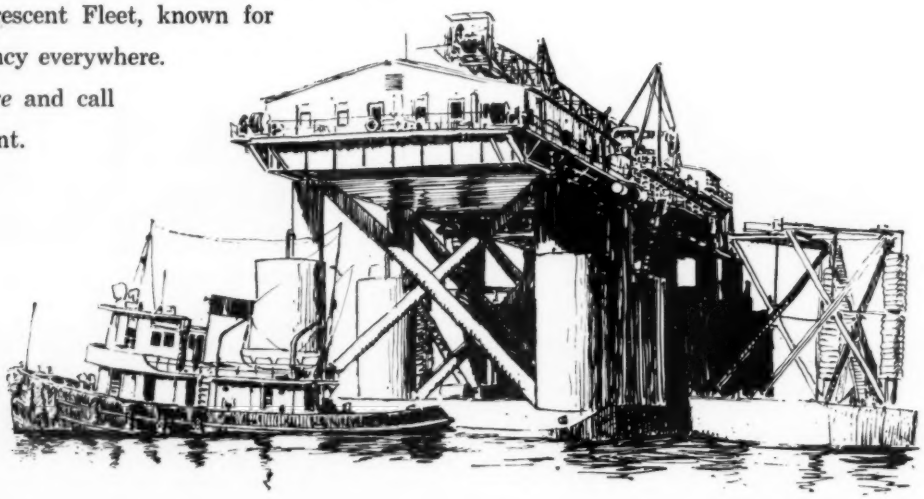
Why not call on Delta Tank to help you solve your bulk mud or cement storage problems.

DELTA TANK MANUFACTURING COMPANY, INC.
BATON ROUGE, LOUISIANA
PLANTS: BATON ROUGE, LA. • MACON, GA. • BEARDSTOWN, ILL.
EXPORT OFFICE: INTERNATIONAL TRADE MART, NEW ORLEANS, LOUISIANA
FABRICATORS OF OIL FIELD EQUIPMENT, MATERIAL HANDLING EQUIPMENT, AND PRESSURE VESSELS.

USE THIS CARD

Tie up with confidence . . .
Tow with *Crescent*

Yours for the asking—skilled hands, modern tugs with speed and power to spare—the Crescent Fleet, known for efficiency everywhere. *Be sure* and call Crescent.



CT&S

Crescent Towing & Salvage Co., Inc.

625 Hibernia Bldg., New Orleans 12 • FOrest 6-1521

FIRST IN TOWING THROUGHOUT THE GULF, CARIBBEAN AND SOUTH AMERICAN WATERS

Vol. 8, No. 2 **Offshore** April, 1958

THIS MONTH OFFSHORE

Bahamas To Get $3 Million Offshore Test ... 18
Gulf Platform Matches Water Depth Record ... 24
Debate Over Import Controls Dominates Washington Scene ... 27
Offshore Operating Agreements ... 37
100 Feet To Bottom Through Tapering Caisson ... 38
Design Features of Mr. GUS II's Electro-Hydraulic System ... 83
Shell's Floating Dough Nut is New Deep Water Model ... 103
Lake Maracaibo Equipment Firm Founded ... 106
Lake Erie Drilling ... 107

THE TRANS-GULF STORY

Trans-Gulf's RIG NO. 10 ... 41
Design and Operation ... 45
Drilling Equipment ... 54
High-Pressure Mud Systems ... 65
Hydraulic Jacking System ... 67
Diesel-Electric Power ... 73
Trans-Gulf Offshore Drilling Company ... 76

SHIPYARD

Calcasieu Builds Crewboat for Sea Service ... 79
New British Built Bass Boat Attains Speed of 50 Knots ... 79
Arnold V. Walker Completes Crewboat for Houston Firm ... 80

EXPLORATION

VINEGAROON Hits Vermilion Gas Discovery ... 97
Signal Opens New Reservoir On Large Maracaibo Lease ... 97
Shell Hits Off Texas Coast With Gas-Condensate Well ... 97

DEPARTMENTS AND FEATURES

Way Offshore With The Publisher ... 9
Editorial ... 12
This Month Offshore ... 27
Industry Items ... 35
News From The Shipyards ... 79
Service Personalities in the News ... 81
Mobile Units, Tenders, Self-Contained Platforms ... 87
New Products and Literature in the News ... 92
Exploration ... 95
Offshore Locations and Completions ... 97
Oil Man's Calendar ... 104
News and Views of Finance ... 105
Ad Index ... 109
Slush Pit ... 110

ADVERTISING

JOHN H. LATHAM
Publisher

MARY COX
Production Manager

REPRESENTATIVE:
DOUGLAS MAGINNIS
Associate Publisher
530 International Trade Mart
Phone JAckson 5-6961
New Orleans, La.

REPRESENTATIVE:
JESS M. LAUGHLIN CO.
West Coast Representative
3757 Wilshire Blvd.
Phone DUnkirk 3-7697
Los Angeles 5, Calif.

REPRESENTATIVE:
DAVID G. WALKER
Vice-President
Phone MOhawk 4-2167
Houston, Texas

Published Monthly By
Industrial Trade Publications
Telephone PLeasant 6-2427
CONROE, TEXAS

VAC
Member, Verified Audit Circulation

•

Address all communications to:
OFFSHORE
P. O. Box 977
Conroe, Texas

•

JOHN H. LATHAM
Publisher

•

TOM V. SNEED
Editor

•

ORVILLE SCOTT
Managing Editor

•

JIMMIE C. EDWARDS
Art Editor

•

JEAN LATHAM
Business Manager

•

LENA DAVIS
Circulation Manager

•

SUZANNE JONES
Editorial Assistant

•

MARTHA SLAVIK
Editorial Assistant

•

JACK BEECH
Staff Photographer
New Orleans, La.

•

JESSE T. GRICE
Staff Photographer
Morgan City, La.

•

Subscription price: $2 per year, $3 for two years. Foreign, $3 per year, $5 for two years.

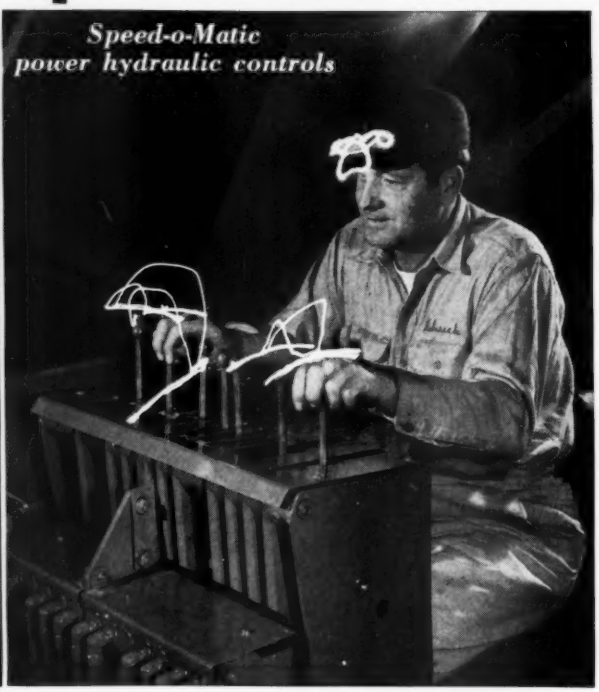
Back issue, 50c when available.

Second class mail privileges authorized at Conroe, Texas

Time-light camera shows!

Which lifting crane produces more?

Follow the light lines. They show the "long reach" moves an operator makes with conventional controls to complete a hoe cycle, then shift from swing to travel, steer right and left and shift back from travel to swing. (Operator makes similar moves in crane work.) Such "arm's-length" work with slow mechanical or booster systems adds seconds to every move, drains operator strength, cuts end-of-the-shift output.



No reaching, no yanking . . . just easy, "keyboard" operation with Speed-o-Matic controls and Independent-Swing-and-Travel when performing the same operations as the hoe with conventional controls. Operator moves hands and fingers, not his whole body. Short-throw levers speed cycles, up output, conserve operator strength. Ask the man who has worked both controls. He'll pick Speed-o-Matic every time!

Speed-o-Matic power hydraulic controls increase output by decreasing cycle time and reducing operator fatigue

Pushing a lifting crane at its highest limit all shift long is easy with Speed-o-Matic power-hydraulic controls.

And Speed-o-Matic—standard on all Link-Belt Speeder lifting cranes—is the original fingertip, flick-of-the-wrist system.

Hydraulic pressure assures the same fast, smooth response *all day*, without adjustments . . . and with perfect feel of the load at every lever position.

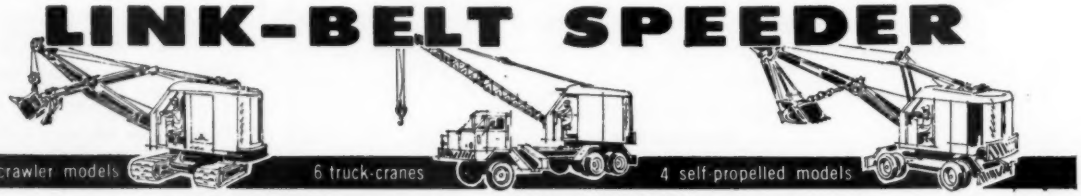
And Speed-o-Matic power-hydraulic controls are only one of the many Link-Belt Speeder advantages. Others include—

- GREATER USABLE HORSEPOWER
- FULL-FUNCTION DESIGN tailors the machine to the job . . . permits more standard and optional features such as Independent-Swing-and-Travel.
- BONUS CRANE CAPACITY when using long booms at extended radii.

For complete details on why your best lifting crane investment is a Link-Belt Speeder, contact your distributor or write LINK-BELT SPEEDER CORP., Dept. O-458, Cedar Rapids, Iowa, for book 2553.

14,708-A

LINK-BELT SPEEDER



It's time to compare . . . with a Link-Belt Speeder

NEW BEDFORD

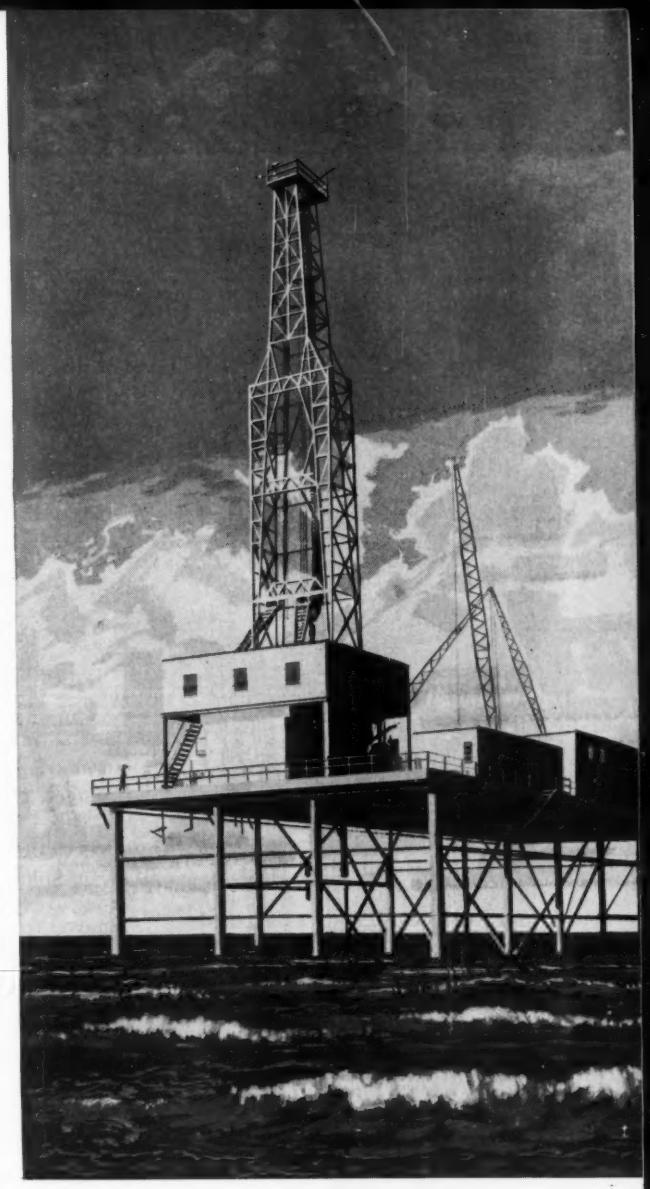
...the Oil Man's Marine Rope from...

CONTINENTAL-EMSCO

Continental-Emsco Gulf Coast stores can supply you with marine rope along with your regular oil field supplies. This gives you convenient *one-stop.. one-source* buying from a supplier that knows your drilling needs.

The best qualities of *two entirely* separate rope constructions are combined to produce New Bedford's *marine* rope for marine work. The normal right-hand twist of the outside yarns is counterbalanced by the special reverse twist of the inside yarns to provide a balanced rope.. one that handles easily, seldom kinks and has long life.

Special chemical impregnation of both outside and inside yarns protects them against wear, salt water and rot.



Order New Bedford marine rope along with your other drilling supplies from Continental-Emsco's convenient Gulf Coast stores.

Corpus Christi, Texas
Houston, Texas
Harvey, La.
Houma, La.
Lake Charles, La.
Morgan City, La.
New Iberia, La.
Venice, La.

For Service that Sings.. Equipment that Hums.. Go..

CONTINENTAL-EMSCO

Serving the Oil and Gas Industries ... Worldwide

NEW BEDFORD "NONE BETTER" **PURE MANILA**

NB804

CONTINENTAL-EMSCO COMPANY • A Division of The Youngstown Sheet and Tube Company • General Offices: Dallas, Texas
Export Division: 45 Rockefeller Plaza, New York, N.Y. • Continental-Emsco Company Limited • General Offices: Calgary, Alberta, Canada
Continental-Emsco Company C.A., Caracas, Venezuela • Plants: Los Angeles • Houston • Garland, Texas • *Representatives in All Principal Oil Fields of the World*

Revolutionary New

GRANT DESANDER

SPIRO-JET

Positively Desands

BOTH CLAY AND OIL BASE MUDS

AND YET COSTS YOU

LESS TO BUY–LESS TO INSTALL–LESS TO MAINTAIN!

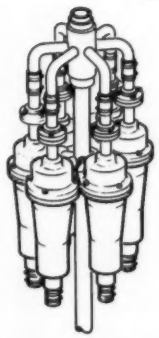
Compare Grant's new Spiro-Jet Desander with any other—on the basis of desanding efficiency, on the basis of costs—and you'll see why the Grant is your best buy!

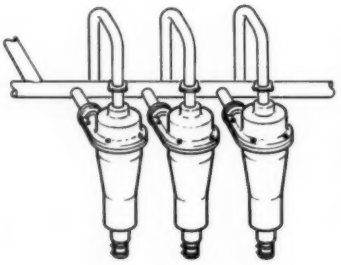
Grant Spiro-Jet design is simple, efficient, with fewer parts to buy, fewer to replace, than any other unit available. Yet... the Spiro-Jet removes troublesome sand from BOTH clay AND oil base muds under the whole range of pressure, volume and sand content conditions.

Grant Spiro-Jet installation is simple, whether it's used singly or manifolded. There are no expensive weldments, no special ducting or piping required for normal desanding applications. Hook-up to a standby pump or centrifugal pump is quick and easy.

Grant Spiro-Jet maintenance is *low*. The one-piece liner of oil and abrasive resistant rubber can be quickly replaced *as a unit*. There are no other replacement parts to buy, stock or install.

To get sand *out* of your drilling muds and protect equipment and tools against abrasive wear, get the Grant Spiro-Jet *in* your mud system today.





GRANT OIL TOOL COMPANY

Write for descriptive Bulletin

Main Office and Plant:
2042 EAST VERNON AVENUE, LOS ANGELES 58, CALIFORNIA

AVENAL, BAKERSFIELD, COMPTON, VENTURA, WILLOWS, CALIFORNIA • HARVEY, HOUMA, LAFAYETTE, LOUISIANA • LIBERAL, KANSAS • FARMINGTON, HOBBS, NEW MEXICO • NEW YORK, NEW YORK • OKLAHOMA CITY, OKLAHOMA • HOUSTON, ODESSA, TEXAS • CASPER, WYOMING

Way offshore . . .

With the Publisher

I HAVE an old oilfield **amigo,** W. R. Mahan now of Ashland, Kentucky, who once closed a valve too fast.

It was on a little wildcat he'd cable-tooled in, back in the days when you just set pipe in the hole and didn't cement it. What happened, a string of pipe climbed right out of the hole and set down beside him, lifted out by gas pressure, and he couldn't get his feet in motion but it wouldn't have done any good anyway. Luckily, the stalk of pipe fell the other way.

But W. R. wasn't much worse shook-up than us this last week, trying to write about a Mexican-talking hound pup named Felipe who doesn't understand English, how you dehydrate n-butane and come up with butadiene, aviation gas and butenes (which I don't understand), and the engineering principals of a barge-drilling unit—all at the same time!

The first little writing chore was for a book lately purchased by a New York publisher, who wants some minor revisions to make this Mexican-barking pup more prominent—in a novel which we-un's wrote, by the way. The book will be published this fall, and we're vest-button-popping proud of it!

The second writing job has to do with a new magazine we're chunking together, **Petrochemical Industry.** The first issue will be out in May, and it's a fascinating—if frustrating—industry for a boll weevil to write about.

The third batch of writing had to do with a new mobile unit that's rigging up for its first offshore location. You'll find the whole shebang in this issue—better'n forty pages! After all that writing, we're going to have to emulate Trans-Gulf's **Rig No. 10,** put our mercury levelling system to work to get back on an even keel—and go fishing!

See you next month!

Long John Latham

FOR ALL HIGH PRESSURE PUMPING— GET MacCLATCHIE VALVE PERFORMANCE!

How do you measure pump valve performance?

By working pressures? In the high pressure range, nothing can touch the MacClatchie H.P. Valve for the day-in, day-out grind of modern drilling work . . . *proven by tests!**

By volume handled? Smooth response to volume changes and un-restricted fluid flow even with lost circulation materials are built-in, engineered features of all MacClatchie H.P. Valves.

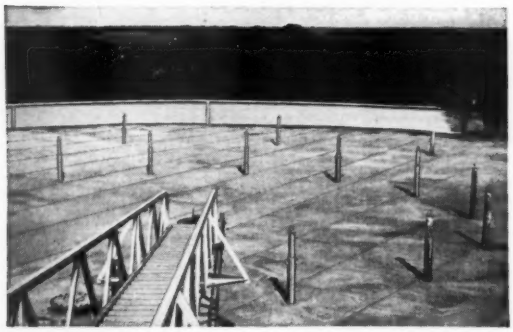
By replacement costs? MacClatchie H.P. Valves comprise just three simple parts—body, replaceable insert and seat. (No plates, springs or lock washers.) Valve cap is used over and over again—only the body and insert need be replaced. You save maintenance, down time and inventory costs with MacClatchie.

By *any* standards, buy *MacClatchie*—
Made in all popular slush pump sizes

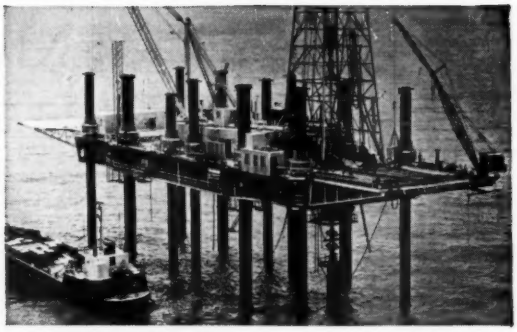
*Results of tests conducted by major pump manufacturer furnished on request.

MacCLATCHIE
MANUFACTURING COMPANY
A Subsidiary of Grant Oil Tool Company
2120 NORTH ALAMEDA, COMPTON, CALIFORNIA

CALIFORNIA · WYOMING · FOUR CORNERS · KANSAS · LOUISIANA · TEXAS · NEW MEXICO · OKLAHOMA · NEW YORK



on shore . . .



or offshore

your own painter can
"COLD GALVANIZE"
any steel surface with...

DIMETCOTE

* the 100% inorganic zinc coating

any **PLACE**

any **TIME**

any **WHERE**

Dimetcote is absolutely unique. It is not a paint, it contains no oils, resins or any other organic materials, yet it can be applied by spray or brush. When Dimetcote is applied to steel, a reaction takes place at the surface which produces chemical bonding as well as physical adhesion. It is almost impossible to find the interface between Dimetcote and the steel.

Dimetcote has many unusual characteristics. It shows no visible change after more than ten years exposure to the most severe weather conditions – sun, heat, fresh and salt water. It is insoluble in all solvents and petroleum products. It is highly abrasion resistant, but if abraded through to bare steel, the coating will cathodically inhibit corrosion.

Now tanks and structures can be given the same protection that galvanizing affords, *plus salt water resistance.* Existing structures need not be dismantled and new structures can be coated either before or after erection. *Only one coat* of Dimetcote over a sandblasted surface is required to protect such structures as:

Tank Exteriors • Cargo Tanks in Tankers • Dam Gates • Structural Steel • Christmas Trees • Buoys • Floating Roof Tanks • Offshore Rigs • Water Tanks • Barges • Ship Decks • Stacks

AMERCOAT CORPORATION Dept. F D
4809 Firestone Blvd., South Gate, California
Please send illustrated folder on Dimetcote

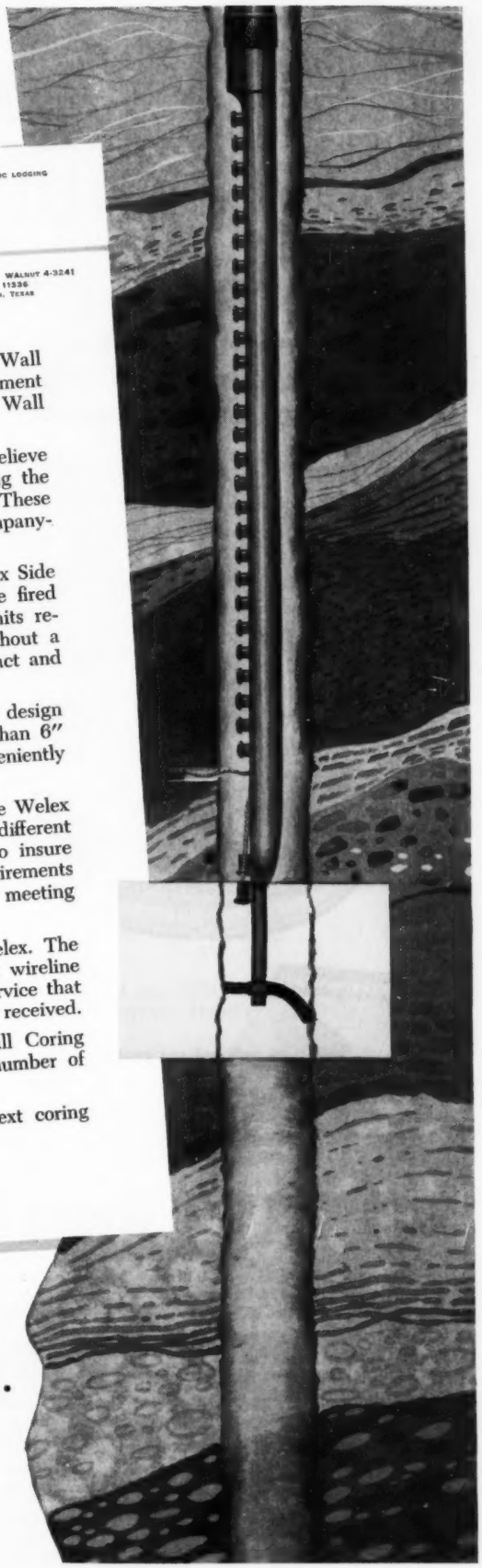
Name_____
Title_____
Company_____
Address_____
City_____ Zone___ State_____

Amercoat® CORPORATION

4809 Firestone Blvd., South Gate, California

921 Plitner Avenue, Evanston, Illinois
360 Carnegie Avenue, Kenilworth, New Jersey
2404 Dennis Street, Jacksonville, Florida
6530 Supply Row, Houston, Texas

HERE'S PROOF...



JET PERFORATING · RADIOACTIVE LOGGING · BRIDGE PLUGS AND PACKERS · ELECTRIC LOGGING

CABLE ADDRESS WELEX

WELEX, INC.

1400 E. BERRY ST. WALNUT 4-3241
P. O. BOX 11336
FORT WORTH, TEXAS

Dear Mr. Producer:

Thank you for your inquiry concerning the Welex Side Wall Coring service and your challenge to back up our statement that "you get more and bigger cores with Welex Side Wall coring which means more available data to you."

Dissecting our proof, we have four elements that we believe you will agree combine to make Welex Side Wall Coring the next best thing to being down inside the well yourself. These elements (and you can verify some of them by the accompanying art) are as follows:

1. The exclusive Welex stabilizer centralizes the Welex Side Wall Coring gun in the hole so that all cores are fired at a fixed stand-off from the formation and permits recovery of consistent cores with every barrel. Without a stabilizer there is no possible way to control impact and subsequent core recovery.
2. The Welex Side Wall Coring gun is of rectangular design to recover cores even in the deep holes of less than 6" diameter. By this design deep well data is conveniently available.
3. Both the powder loads and the core barrels of the Welex Side Wall Coring gun may be varied to meet the different conditions which exist even in the same hole to insure larger cores every time by meeting these requirements as indicated on the Welex Electric Log, not by meeting general field conditions.
4. Top flight service is yours every time with Welex. The confidence of the entire oil industry in Welex wireline tools has been earned by years of unexcelled service that men in your position have demanded . . . and received.

Now, you can see why we say "Welex Side Wall Coring means more available data to you from a greater number of consistently larger cores."

May we give you even further proof on your next coring job?

Very truly yours,

Your Welex Representative

WELEX, INC.

General Offices: 1400 East Berry, Fort Worth, Texas
Division offices in Dallas, Denver, Houston, Los Angeles,, Midland, New Orleans, Tulsa and Wichita.
District offices in every major oil center. Subsidiaries in Canada, Peru and Venezuela.

HIGH QUALITY IS MAINTAINED BY CONSTANT LABORATORY TESTS OF INGREDIENTS AND PROCESSES

Send for a complimentary copy of our recently revised booklet "The Painting of Ships." It is an outline of the latest approved practices in all marine maintenance.

International Paint Company, Inc.

Offices:

New York 6, N. Y., 21 West St., Phone: WHitehall 3-1188
New Orleans 15, La., 628 Pleasant St., Phone: TWinbrook 1-4435
So. San Francisco, Cal., So. Linden Ave., Phone: PLaza 6-1440

Gulf Stocks at:

SAN ANTONIO MACHINE & SUPPLY CO.
Harlingen, Texas. . Phone: GArfield 3-5330

SAN ANTONIO MACHINE & SUPPLY CO.
Corpus Christi, Texas. . . . . Phone: 2-6591

TEXAS MARINE & INDUSTRIAL SUPPLY CO.
Houston, Texas. . . . Phone: WAlnut 6-1771

TEXAS MARINE & INDUSTRIAL SUPPLY CO.
Galveston, Texas. . . . . Phone: 5-8311

BERT LOWE SUPPLY CO.
Tampa, Florida------- Phone: 2-4278

MARINE & PETROLEUM SUPPLY CO.
Orange, Texas. . . Phone: 8-4323—8-4324

RIO FUEL & SUPPLY CO., INC.
Morgan City, Louisiana, Phone: 5033—3811

ROSS-WADICK SUPPLY COMPANY
Harvey, Louisiana, Phone: FIllmore 1-3433

MOBILE SHIP CHANDLERY CO.
Mobile, Alabama. . Phone: HEmlock 2-8583

VOORHIES SUPPLY COMPANY
New Iberia, Louisiana Phone EM 4-2431

Look close . . .

Does Anyone Want Your Job?

The American Petroleum Institute reminded the oil industry recently of another job that must not be neglected. As the third largest industry in the nation (out ranked only by agriculture and the combined public utilities), employing over a million and a half people, the (oil) industry has an important interest in the quantity and quality of education in the United States.

For it is from the 33.5 million young people now in school that the petroleum industry will get its future roughnecks, office workers, salesmen, petroleum engineers, chemists, geophysicists, doctors, lawyers, and company chiefs.

There have been many articles written recently on the quality and quantity of education given our students today. In almost every case it is readily admitted that students are not getting enough of the basic courses to equip them to cope with modern technical advances.

The American Petroleum Institute now has, and has had for some time, a Petroleum School Series with the objective of providing up-to-date, unbiased information about the oil industry, to explain the industry's role in American society, and to encourage local oil men to take a greater interest in their school systems.

Through this series an interest in the more basic courses such as math and science can be generated in today's students, and an informed interest in the petroleum industry awakened.

While the ultimate goal of the program is a nationwide high school program, it has been necessary to introduce it gradually through selected schools and areas.

Expansion of the program is dependent on whether school officials want it or not. It is up to oil men throughout the country to aid in explaining the program to the schools in their area.

A wealth of material is available including books, pamphlets, charts, films and speakers, all without cost. Material is noncommercial and no brand names are mentioned, and no effort made to promote any company or its products. But a tremendous effort is made to create an interest in the oil industry and its many careers for men and women who prepare for them.

If the million and a half jobs in the over 2000 different oil industry occupations are going to be filled with competent men and women, the job of making them interested in, and able to fill the jobs must start now, while they are still in school.

Contact your district Oil Industry Information Committee office and see what you can do to insure that enough competent and interested men and women choose careers in the petroleum industry.

The Editor

The "BOTRUC"...

. . . it's new and GEORGE has it!

The THIRD BOTRUC, built for George Engine Company, Inc. by Blount Marine Corporation of Warren, Rhode Island, has been sold by GECO to Lefty and Minor Cheramie as a package boat deal. Designed for oilfield general utility service, the BOTRUC is an all purpose twin screw craft, built to comply as nearly as possible with the proposed Coast Guard regulations to implement Public Law 519.

Power . . . Two GM Diesel Engine Models 62206RD and 62206LB
Deckload capacity . . . 90 tons maximum with adequate stability
Passenger capacity . . . 16 persons including crew
Deck area . . . 45' long, 22' wide with removable bulwarks for loading
Speed . . . 12 MPH

Completely equipped with quarters for six men, galley, life rafts, and preservers, the BOTRUC has a heavily reinforced deck area for transporting heavy loads or vehicles weighing up to 40 tons.

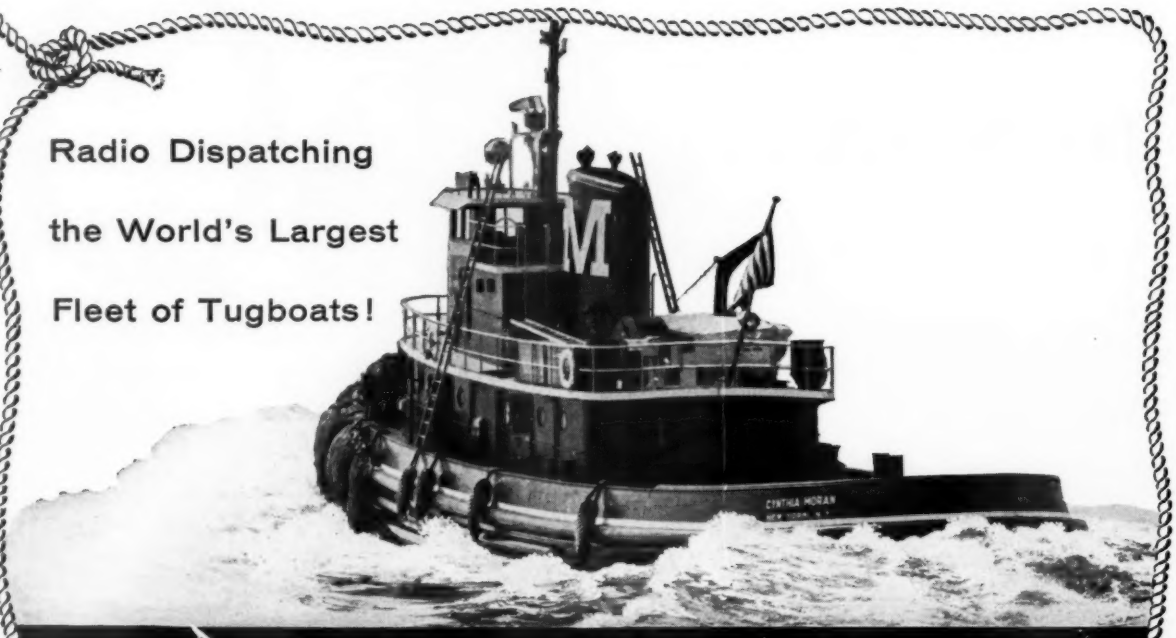
MORE BOTRUCS ARE COMING . . . CALL OR SEE US FOR DETAILS
FINANCING AVAILABLE

DIESEL *power by*
George Engine

MARINE • OILFIELD • INDUSTRIAL
HARVEY, LOUISIANA • FILLMORE 1-5641

GM GENERAL MOTORS DIESEL POWER

Radio Dispatching the World's Largest Fleet of Tugboats!



"RCA Radio Plays a Vital Role in All Our Operations"—*says* Joseph H. Moran II, *Executive Vice President*
Moran Towing and Transportation Co.

The harbor dispatching department of the Moran Towing and Transportation Co., New York, is its veritable nerve center—on duty 24 hours a day! At the busiest peak there are two men on RCA VHF Radiotelephones giving orders to tugs, three men on telephones receiving calls from offices, and a sixth man on the phone regarding next day's business. They work in 8-hour shifts, Saturdays, Sundays and holidays.

As a result of dependable RCA ship-to-shore radio, the tugs and dispatching office are in constant contact. Weather and traffic conditions can be immediately reported, orders easily changed—time saved in getting information back-and-forth.

Says Joseph H. Moran, II, Executive Vice President, "RCA Radio plays a vital role in all our operations . . . VHF for harbor work, HF radiotelephone for coastal and inland towing . . . radiotelegraph for overseas hauls...radar, direction finders and loran. I would not want to operate one hour without this valuable equipment."

View in the bustling Moran Dispatching Department at 17 Battery Place, N.Y.C.

Receiving orders by Radiotelephone aboard a harbor tug.

NEW ET-8058
VHF RADIOTELEPHONE

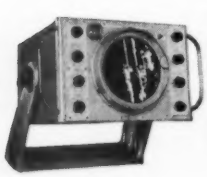
Covers any six channels, within a 1.1 mc range in 148-174 mc band • 30 watt output • Operates on all standard voltages • Remote frequency control. FCC type accepted.

Write for FREE information today

RCA Tmk(s) ®
Radiomarine

RADIO CORPORATION of AMERICA
RADIOMARINE PRODUCTS
75 VARICK STREET, NEW YORK 13, N.Y.

Other Quality RCA Marine Equipment for the Workboat Fleet:



RADAR RCA's CR-103—"workhorse" radar as an aid to safe navigation. Ideal for vessels with space and power limitations.

DEPTH RECORDER—RCA Model LAZ-13A Recording Depth Sounder Echograph. A sensitive, accurate instrument.

LORAN—RCA LR-8803 Direct Reading Loran. Compact, economical, easy to operate.

how Copon coatings stop marine corrosion,

save maintenance time and money

On July 31, 1957, the "Offshore," built and operated by the Construction Maintenance Company of Houston, Texas, was drydocked for inspection after 16 months of rugged duty. Not a trace of corrosion damage could be found on the hull or interior areas protected by three coats of Activated Copon. So the "Offshore" went back to work without costly repairs or replacements due to corrosion.

Many marine owners and operators are finding Copon coatings their surest method of protection. Resistant to harsh chemicals and solvents, these superior coatings cling tenaciously to metal . . . remain tough and elastic under severe conditions . . . are not easily damaged by abrasion. They have been used successfully on all types of craft from ocean-going vessels to mobile offshore drilling rigs . . . for such diverse applications as internal compartments of tankers and dry-cargo carriers, drinking water lines and tanks, salt water ballast tanks, and wood and metal decks and hulls.

Why not discuss your protection problem with a Copon Corrosion Engineer? He's prepared to help you select the best formula and application system for your particular needs and to work with your applicator to solve on-the-spot problems which could possibly cause eventual coating failure. Just drop a note to the Copon Associate located nearest to your city.

COPON ASSOCIATES

BENNETT'S
65 W. First South St., Salt Lake City 10, Utah
WALTER N. BOYSEN CO.
42nd & Linden Sts., Oakland 8, Calif.
2309 E. 15th St., Los Angeles, Calif.
BRITISH AMERICA PAINT CO., LTD.
P. O. Box 70, Victoria, B. C., Canada
BROOKLYN PAINT & VARNISH CO., INC.
50 Jay Street, Brooklyn 1, N. Y.
COAST PAINT & LACQUER CO.
P. O. Box 1113, Houston 1, Texas
COAST PAINT & LACQUER De MEXICO, S.A.
Apartado Postal No. 9637, Mexico, D.F.
ENTERPRISE PAINT MANUFACTURING CO.
2841 S. Ashland Ave., Chicago 8, Ill.
INDUSTRIAL PAINT MANUFACTURING CO.
P. O. Box 2371, Birmingham 1, Alabama
KOHLER-McLISTER PAINT CO.
P. O. Box 546, Denver 1, Colo.
McDOUGALL-BUTLER CO., INC.
2929 Main St., Buffalo 14, New York
JAMES B. SIPE and COMPANY, INC.
P. O. Box 8010, Pittsburgh 16, Pa.

Copon®

FOR CORROSION CONTROL

ONLY SIKORSKY HELICOPTERS ARE FULLY PROVED IN HEAVY-PAYLOAD COMMERCIAL SERVICE

PUBLIC UTILITIES such as Southern California Edison Co. and Pacific Gas and Electric Co. have used Sikorsky S-58s to airlift steel, concrete and other equipment for construction of power transmission towers and distribution lines in almost inaccessible areas. Above, an S-58 positions a distribution line pole in the Santa Ynez mountains of California.

Only Sikorsky helicopters have proved their versatility and dependability with years of heavy-payload commercial service.

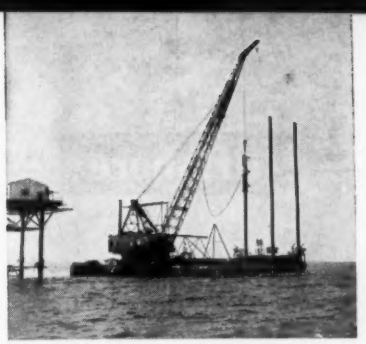
Shuttling two-ton loads of vital cargo speedily and efficiently to strategic but isolated sites . . . carrying more than 230,000 passengers yearly to and from offshore drilling rigs . . . eliminating costly and time-wasting road building through jungles or mountains . . . Sikorsky S-58s and S-55s are doing the man-sized jobs. Performance specifications are endorsed by years of real commercial service, and are not based on theory or demonstrations alone.

If your project takes you into jungles, the Arctic, offshore or to any other hard-to-reach areas where transportation is a costly problem, rugged Sikorskys can give your operation new flexibility and new efficiency. Write for complete information.

OIL COMPANIES operating offshore and in remote areas use only Sikorskys for big and demanding jobs. In the New Guinea jungle, for instance, S-58s are transporting crews, sectionalized rigs, machinery and everything needed for construction and operation of well drilling rigs. Here an S-58 carries a mud tank weighing over two tons.

SIKORSKY AIRCRAFT
STRATFORD, CONNECTICUT
One of the Divisions of United Aircraft Corporation

A PAIR OF AMERICAN STIFFLEG DERRICKS will give this nearly completed platform the fast, powerful, dependable lifting equipment that's essential when moving extremely heavy drilling equipment on the rig. American's carefully constructed booms have the long reach *plus capacity* that offshore operations demand.



OFFSHORE PILE DRIVING and platform erection are routine jobs for barge-mounted American Revolver Cranes. These popular cranes—with capacities to 400 tons—serve shipyards and fabricators throughout the world.

VERSATILE AMERICAN CRANES like the 700 Series Crawler (foreground) give shipyards highly mobile lifting power. Specially engineered deck-mounted American Marine Cranes (atop platform) provide fast, safe booming and precise load control. Capacities from 12½ tons.

AMERICAN DERRICKS SELECTED TO HANDLE RIG'S DRILLING MACHINERY

In the offshore drilling industry, equipment gets its roughest treatment, yet must be "on call" 24 hours a day—every day—ready to work without fail! Platform operators have found that American Stiffleg Derricks fulfill their demands for dependable equipment capable of lifting and moving extremely heavy drilling machinery right on the rig!

More than 60 years of design and engineering experience—well over half a century of on-the-job performance in construction and industrial applications has proved the superior quality of this broad line of stifflegs. Teamed with powerful American Hoists, these versatile derricks offer capacities from 2½ to 800 tons and meet every load handling challenge—on platforms, barges and tenders.

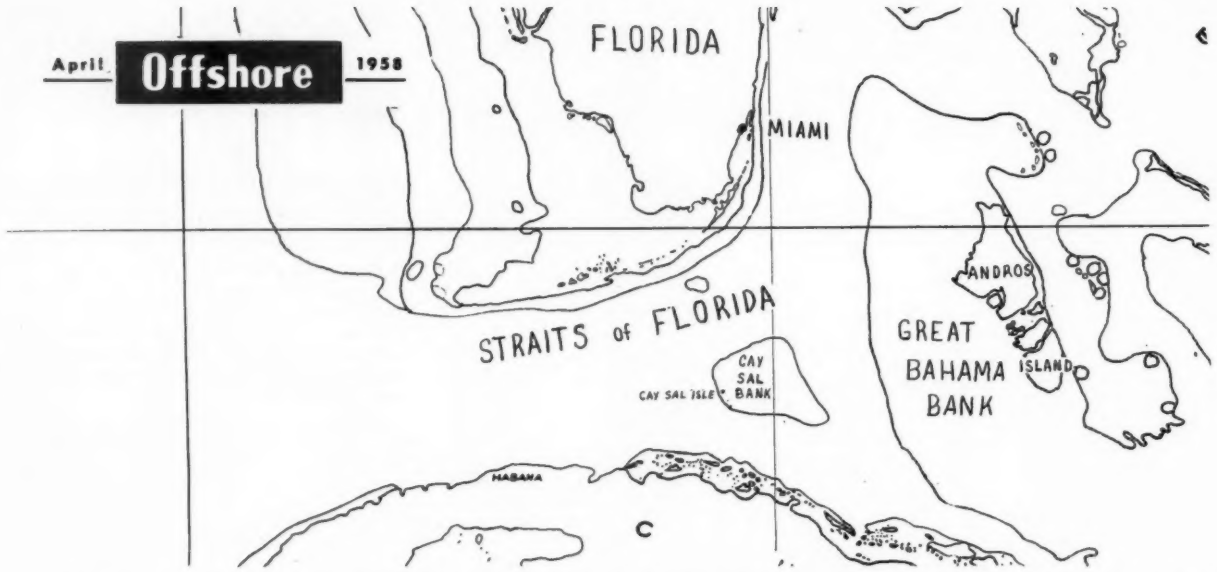
American offshore engineering specialists will help you select the proper stiffleg and hoist combination, or the American Marine Crane best suited for your operation. Contact your nearest American Distributor or write directly to:

EXCAVATORS-CRANES to 2 yds.-50 tons
LOCOMOTIVE CRANES to 130 tons
DERRICKS-HOISTS to 800 tons
REVOLVER CRANES to 400 tons

AMERICAN HOIST
and Derrick Company
St. Paul 7, Minnesota

AMERICAN HOIST PACIFIC COMPANY
Special materials handling equipment

CROSBY-LAUGHLIN DIVISION
Drop forged fittings for wire rope-chain



The Bahama California Oil Company and Bahamas Gulf Oil Company are starting to drill a $3 million test well 17 miles east of Cay Sal Isle in order to explore the almost one million submerged acres that comprise the Cay Sal Bank. Average water depth over the bank is 60 feet.

Bahamas to get . . .

$3 Million Offshore Test

Standard of California and Gulf to drill 15,000-ft. wildcat on Cay Sal Bank, 180 miles southwest Nassau

THE drill barge **Scorpion,** $3 million mobile drilling unit belonging to Zapata Off-Shore Company of Houston, Texas, has arrived on location on Cay Sal Bank, 180 miles southwest of Nassau, in the Bahamas, and 135 miles south of Miami, Florida, and is rigging up to drill a $3 million test in 30 feet of water for Bahama California Oil Company, a subsidiary of Standard Oil Company of California, and Bahamas Gulf Oil Company, a subsidiary of Gulf Oil Corporation.

Scorpion was towed from Houston ton Cay Sal by the 1700 hp G & H Towing Company tug **Grampus.** The 1000 mile tow was underway for 11 days before arriving uneventfully on the Bahamas location.

One 1700 hp tug towed Zapata's mobile unit SCORPION 1000 miles from Galveston, Texas, to the Cay Sal Bank in the Straits of Florida where it will drill a 15,000 foot test well.

The $3 million well will be one of the most expensive ever budgeted in the history of the petroleum industry. But it will test a tremendous new offshore area, for Cay Sal Bank is comprised of nearly one million acres lying shallowly submerged about halfway between the Florida Keys and Cuba, in the Straits of Florida. A part of the storied Great Bahama Bank, average water depths over Cay Sal is less than 10 fathoms —or 60 feet.

Actual location of the drillsite is 17 miles east of Cay Sal Island, at longitude 80° 12′ 10″ and latitude 23° 49′ 25 seconds. The site was picked after two years of extensive seismic work over Cay Sal Bank, at a cost of over $400 thousand.

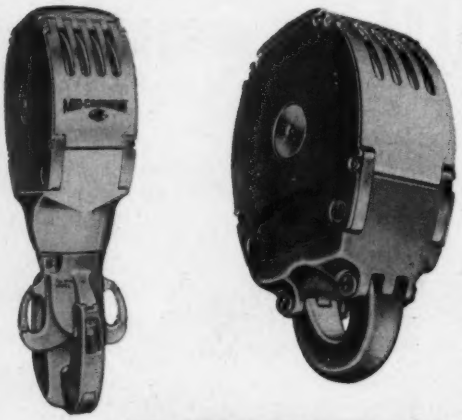
Zapata Off-Shore Company will use Miami as the main base of operations. It is estimated that the well will take seven months to drill. It is being put down under oil prospecting licenses held by the Bahama subsidiaries of Standard of California and Gulf.

MID-CONTINENT

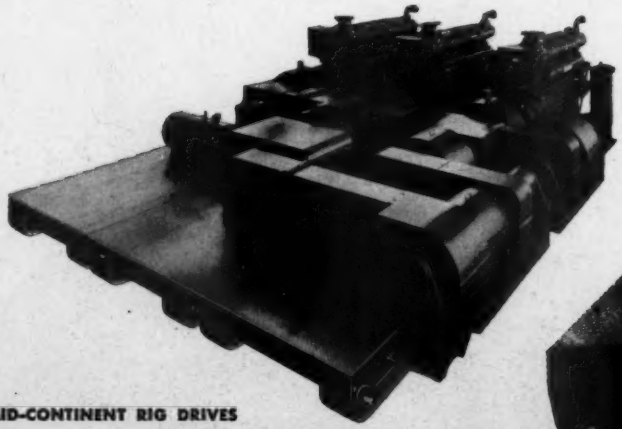
...a new name for a famous line of drilling equipment

UNIT RIG PRODUCTS WILL CA

MID-CONTINENT ROTARY TABLES



MID-CONTINENT TRAVELING BLOCKS



MID-CONTINENT RIG DRIVES

CARRY MID-CONTINENT NAME..

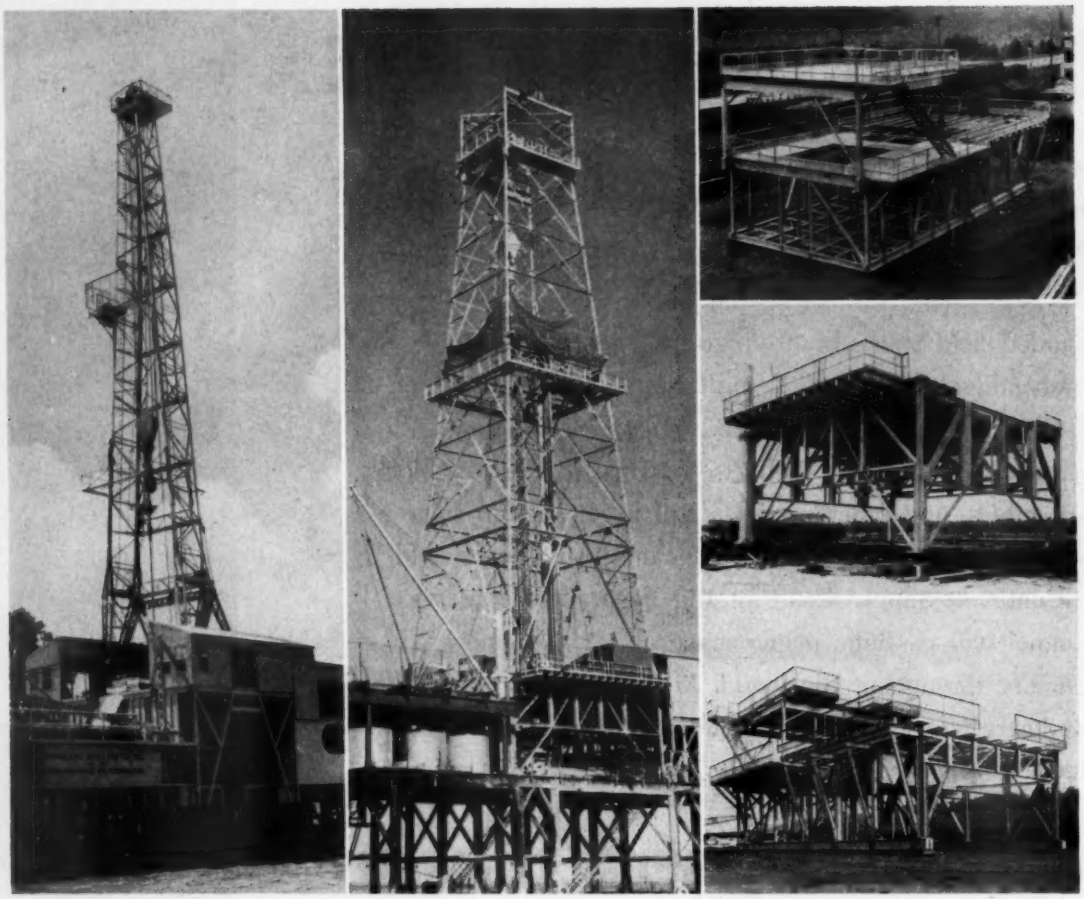
Larger field stocks of Mid-Continent machinery means faster service for drilling industry

Expanded field stocks of drilling equipment and parts — that's the advantage to the drilling industry and the purpose of Mid-Continent's newly announced equipment program expansion. All Unit Rig products — drawworks, drives, blocks, rotary tables, and other products still in the design stage — now carry the MID-CONTINENT name and will be sold by Mid-Continent Supply Co. Unit Rig factory-trained service personnel will continue maintenance of Mid-Continent machinery throughout the world. More than ever before, the oil industry can look to Mid-Continent for supply — where and when you need it.

MID-CONTINENT SUPPLY COMPANY

MID-CONTINENT BUILDING • FORT WORTH, TEXAS
Export Division: 45 Rockefeller Plaza, New York 20, N. Y. • Cable: MIDCUMPORT NYK

THE WORLD'S LARGEST INDEPENDENT OIL FIELD SUPPLY COMPANY



OFFSHORE—INSHORE. . . STEEL STRUCTURES DESIGNED TO MEET YOUR SPECIFIC REQUIREMENTS

. . . Lee C. Moore has years of experience in designing and fabricating special steel structures for use on over-water platforms and barges, and can provide you with valuable assistance in selecting the right type and size structure for use with your next over-water unit . . . whether it be a barge for drilling in the marshlands of Louisiana . . . a giant mobile platform for the Gulf of Mexico . . . or a unit supported by concrete piling in Lake Maracaibo.

LEE C. Moore CORPORATION

P. O. BOX 216 • TULSA, OKLAHOMA • DALLAS • HOUSTON • CENTRALIA • ODESSA • NEW ORLEANS
CASPER • GREAT BEND • PITTSBURGH • EXPORT OFFICE: ROOM 624, INTERNATIONAL BLDG., 630 5TH AVENUE, NEW YORK 20, N. Y. • FOREIGN LICENSED MFR.: OIL WELL ENGINEERING CO., LTD., CHEADLE HEATH, STOCKPORT, ENGLAND

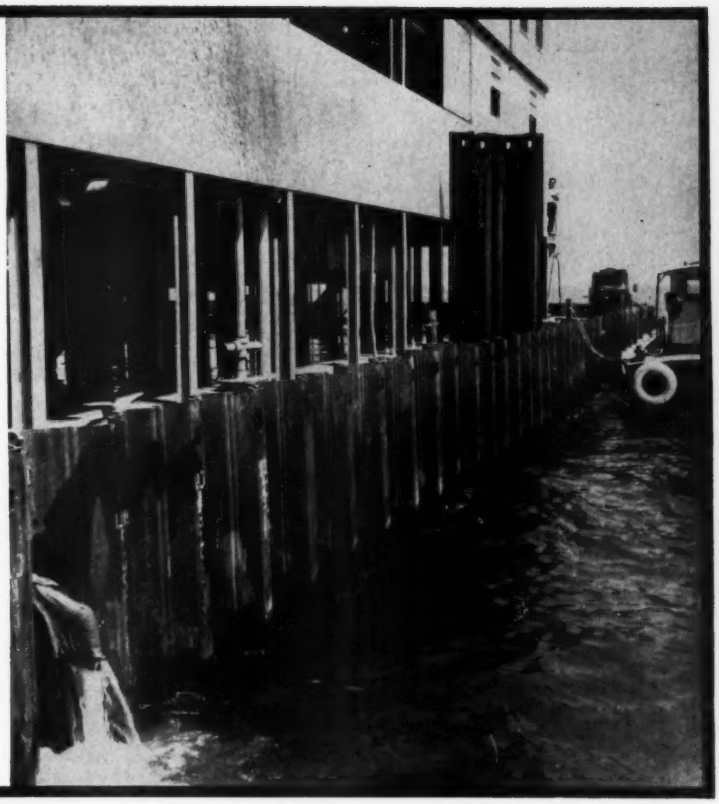
MOST EFFECTIVE WAY TO PROTECT YOUR OFFSHORE DRILLING OPERATIONS

USE STEEL-SHEET PILING

RENTED!

FROM L.B. FOSTER CO.

The routine driving of steel-sheet piling provides the perfect protection for offshore drilling operations. Wave action, tidal currents, even hurricanes, tending to cause shifting sands, appear to have little or no effect on rigs protected by steel-sheet piling. We are the nation's largest suppliers, specializing in RENTING—at fixed, low rates, right from our warehouse and field stocks. Exact lengths can be supplied to your order on prompt overnight shipment by Foster trucks. Ask about the Foster Rental Plan—or write for steel-sheet piling catalog 0-4.

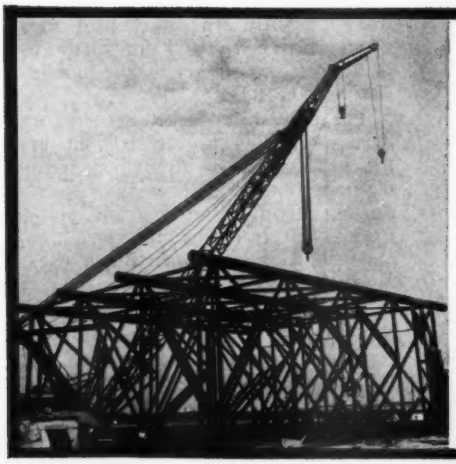


SINCE 1901

L.B. FOSTER CO.

BANK of the SOUTHWEST BUILDING HOUSTON 2, TEXAS

LOS ANGELES · CHICAGO · ATLANTA · PITTSBURGH · NEW YORK



"FASTER-FROM-FOSTER" SERVICE CAN SUPPLY ALL YOUR PIPE NEEDS FOR OFFSHORE PLATFORMS

Foster's specialized pipe service has been a welcome help to constructors of offshore drilling platforms. Our stocks include the small diameters used in hand railing—the intermediate sizes used in bracing—the largest and heaviest OD sizes used for jacket pipe and for pipe piles driven into the ocean floor to support platforms.

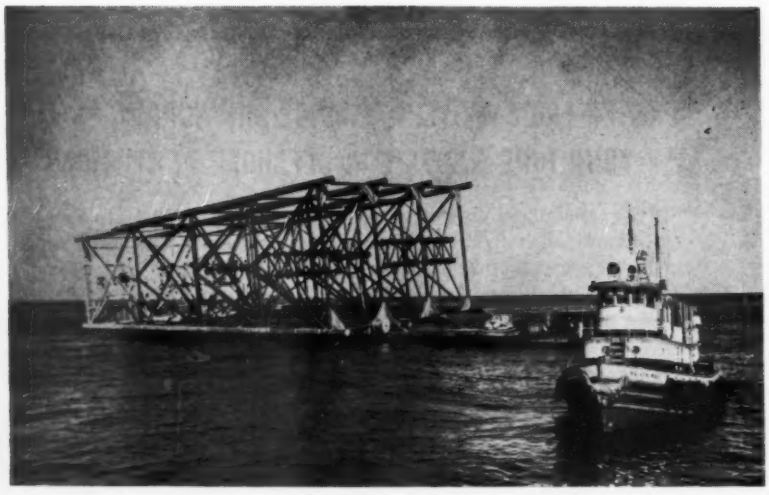
Count on Foster as your dependable pipe supplier—all sizes ⅛" through 60" OD in all wall thicknesses.

J. Ray McDermott derrick barge guides 420-ton jacket for fixed drilling platform gently into position as it gradually sinks to the bottom of the Gulf in 136 feet of water in Block 130, South Timbalier Area. BELOW, tug positions jacket for launching over drill site.

Gulf Platform Matches . . .

Water Depth Record

Salt Dome Production Company is drilling from a fixed platform in 136 foot water

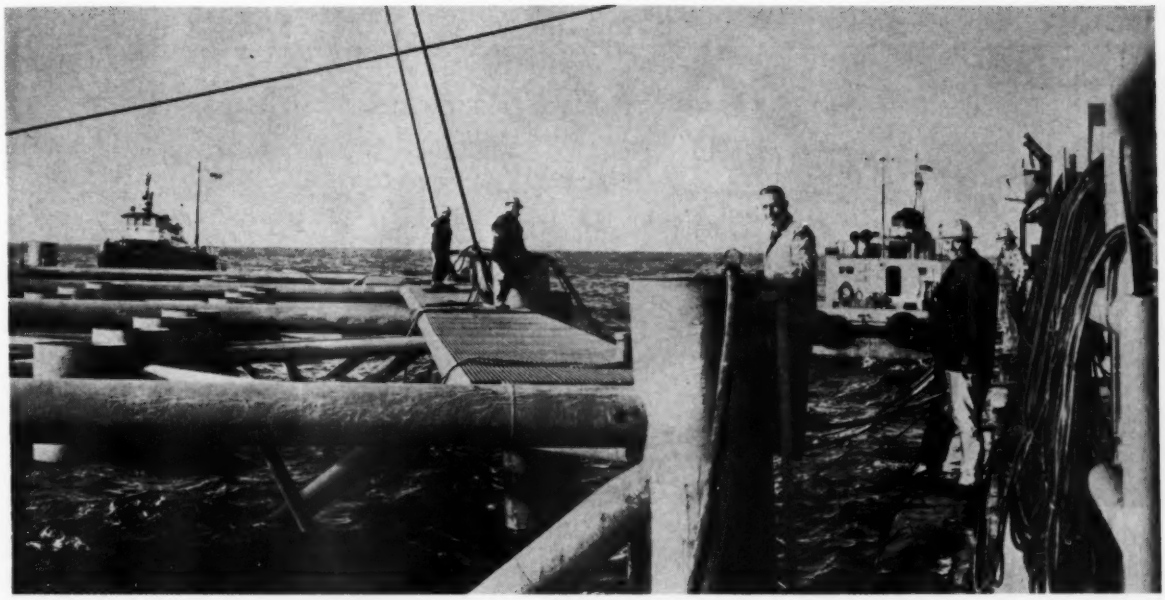


A Gulf Oil Corporation 660-ton fixed platform has matched the water depth record for offshore drilling operations set by the mobile unit **Mr. Gus II.**

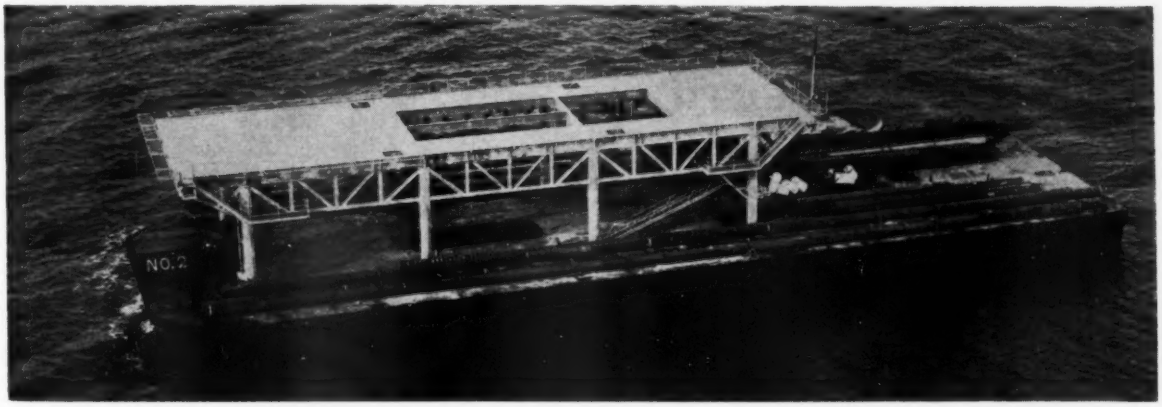
The new water depth record for fixed platforms is 136 ft., set in Block 130, South Timbalier Area, offshore Louisiana. Previous record drilling depth from a fixed platform—120 ft.—was also held by Gulf Oil Corporation in Block 135, South Timbalier Area.

C. G. Glasscock Drilling Company's mobile unit **Mr. Gus II,** recently drilled a triple oil well in 136 ft. of water in Block 70, West Delta Area.

The new fixed platform consisting of a jacket section, deck section and



Jacket was launched off the barge and allowed to sink gently by controlling the rate water entered the jacket legs. After derrick barge guided the jacket into position on the bottom, eight 30 in. piling were driven 175 ft. into the Gulf floor to anchor the platform.



Deck section, jacket, and piling were fabricated for Gulf Oil Corporation by the Bayou Boeuf Fabricators, Inc., of Morgan City, La., and transported and installed by J. Ray McDermott Co.

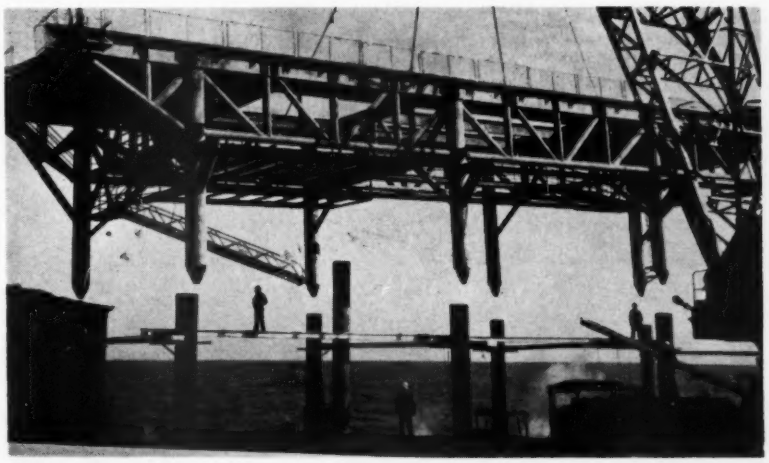
piling, was fabricated for Gulf Oil by the Bayou Boeuf Fabricators, Inc., of Morgan City, Louisiana. Platform was designed by Gulf Oil personnel of the Houston production division. Gulf also supplied the material and working drawings.

Deck section is 40 ft. by 150 ft. and weighs 240 tons. The jacket is 40 ft. by 151 ft. and weighs 420 tons. Eight 30 in. od piling were driven 175 ft. into the floor of the Gulf to secure the platform in place.

The deck section and top 30 feet of the jacket are zinc coated by "Dimetcote" process, and guides are provided for 20 wells.

Drilling contractor for the project is Salt Dome Production Company of Houston. They are using a unitized tender type drilling rig.

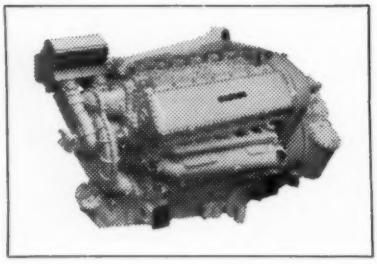
J. Ray McDermott and Company, Inc., of Harvey, Louisiana, towed the structure to location and installed it.



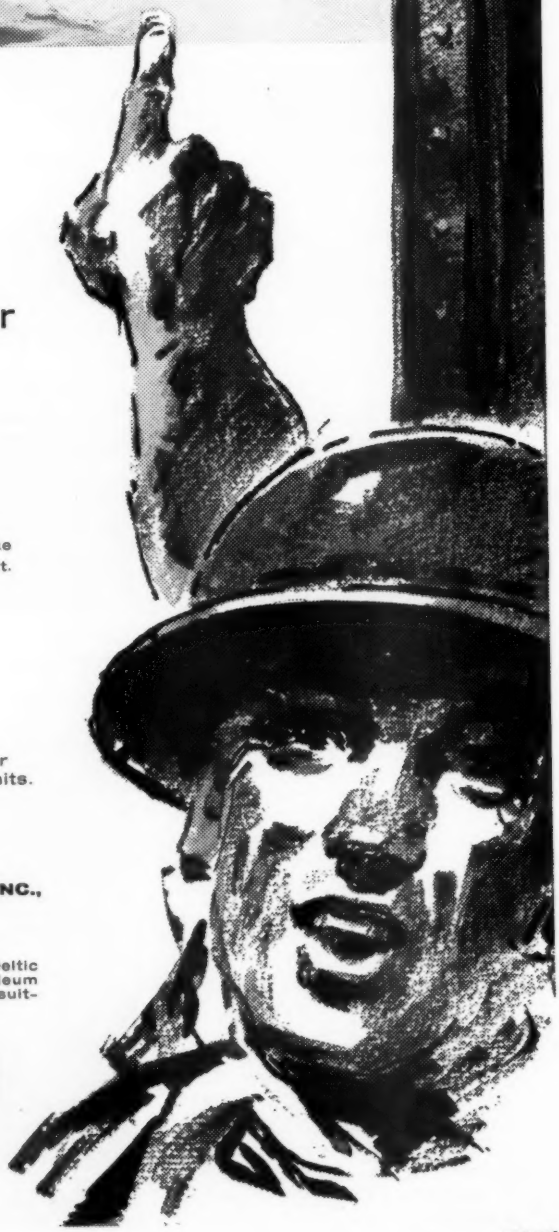
Deck section and top 30 ft. of the jacket are zinc coated by "Dimetcote" process, and cathodic protection will be added if production is secured. Platform has guides for twenty wells.

'RIGHT ON SCHEDULE!'

—with **NAPIER DELTIC** power



Napier Deltic 18-cyl. opposed piston, 2-stroke diesel marine power unit.



Deltics—Napier-engineered, high speed diesels—reduce shore-to-rig crew transportation times by 50% and more.

Deltics pack a bigger punch into a smaller space than any other marine engine—they are 25% the size of conventional diesel units.

Deltics can cruise a 50-passenger launch at 35 m.p.h. with a comfortable reserve of power in hand.

For fast, reliable, low-maintenance marine transportation, Deltics—9 or 18 cylinders—can be integrated into your design calculations. For more information contact **NAPIER ENGINES INC.**, 909 Dupont Circle Building, Washington 6, D.C. Telephone : North 7-0146.

The boat illustrated is one of the fleet of Thornycroft-built, twin Deltic powered, 50-passenger crew launches operated by the Shell Petroleum Company on Lake Maracaibo. Plans of Deltic powered crew boats suitable for Gulf operation are available.

NAPIER **Deltic** *marine diesel*

FOR THE MOST POWER IN THE LEAST SPACE

D. NAPIER & SON LIMITED · LONDON W.3 · ENGLAND

Partners in Progress with The ENGLISH ELECTRIC Company Ltd.

CRC D36

Debate Over Import Controls Dominates Washington Scene

Amid the clamor over imports and cuts in crude prices, the industry has geared itself for the critical month of April.

During March, production for the entire nation was cut back about 550,000 barrels per day with Texas, the mammoth producer, accounting for much of the decrease. The State's all-time-low nine-day allowable schedule dropped output by 513,000 barrels per day during the early stages of March.

By late February, a number of the country's major refineries had cut their runs by five per cent or more, and producers had announced price cuts running as high as ten cents per barrel.

Cities Service Oil Company altered its price pattern in Texas from $3.15 per barrel for 40 degree gravity crude to $3.08. The company effected a drop of $3.05 to $2.95 for sour crude in Oklahoma.

One of the sharpest regional price declines was in the Gulf Coast area where crude fell from a high of $4.23 per barrel in February to $3.69 for March.

Industry officials are optimistic that cutbacks in allowable and refinery runs will halt the threat, but they point out April imports will have to be held to the present level and producers and refiners must continue to sacrifice.

A meeting of the Texas Railroad Commission in the latter part of March seemed destined to bring about a continuation of the nine-day producing pattern giving the state a daily output of 2.35 million barrels daily.

For wells in deep water off the coast of Louisiana, B. Dykstra, vice president of Shell Oil Company, suggested a "bulk allowable." Such a policy he believes would minimize loss of life and risk of losing allowable production during emergencies such as hurricanes. It would also permit improved operating practices by making it possible for operators to organize production of wells in deep water.

Big pressure at the White House now is for a satisfactory arrangement for import controls. Some members of Congress say the Reciprocal Trade Agreement Act will be amended by a compulsory quota clause if imports are not brought under control otherwise. Such a move could well lead to ruination of the trade act.

In a personal letter to President Eisenhower, Sen. Lyndon Johnson asked that the President reduce oil imports mandatorily by 20 per cent and also put imports on a similar month-by-month cut-back pattern to that used for domestic producers.

Members of the Cabinet Fuels committee were busy studying the various phases of the problem before making a recommendation. Most of the Cabinet committee are opposed to an oil quota law, and were expected to make every effort for voluntary control of imports rather than let it reach the House where quotas are in favor.

Supreme Court Rejects Plea To Hear Memphis Case Soon

Denying a plea by the Department of Justice for an early review of the Memphis case, the Supreme Court will likely have to delay it until October.

The justice Department had requested an April 28 hearing which would have permitted a decision before the Court adjourns its present term.

Several companies, along with the Federal Power Commission, requested a review of the case in December. The Memphis decision was originally given by a Columbia Appeals Court which had ruled that the FPC could not approve a rate hike without all customers of a pipeline complying. In February the Supreme Court announced that it would review the case.

The Court recently refused to hear an appeal by Saturn Oil & Gas Co., to determine whether small gas producers would be placed under jurisdiction of the FPC.

Supreme Court Puts Aside Tidelands Case Until Fall

Arguments in the Tidelands dispute will not be heard by the Supreme Court until fall.

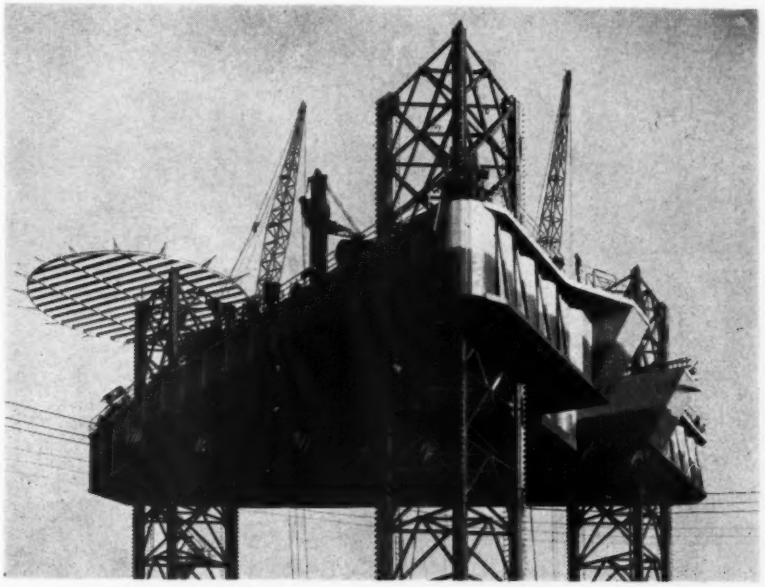
The Court announced that it would hold further hearings October 13 in the Federal Government's suit against the Gulf Coast states of Louisiana, Texas, Mississippi, Alabama, and Florida.

At stake in the case are submerged oil lands on the Continental Shelf beyond a three-mile seaward limit which the Federal Government is trying to establish for states in the dispute.

Estimated value of all Gulf oil lands is $52 billion.

Prior to the Supreme Court's an-

(continued on next page)



Tripod type drilling platform built for Reading and Bates Offshore Drilling Co., Tulsa, by R. G. LeTourneau, Inc. of Longview, Texas, was christened in New Orleans the latter part of last month. Weighing about 3000 tons and costing less than $2 million, the self-contained platform can drill to depths in excess of 15,000 feet in water up to 85 feet deep.

(continued from previous page)

nouncement, Louisiana's Attorney General Jack Gremillion predicted that the case would not be heard before fall. He accused the United States of stalling the dispute and said he was ready to argue it immediately.

Recently Gremillion announced that Florida had joined Louisiana in opposing the United State's request for a judgment on the case as it stands at the present time.

Proven Petroleum Reserves Show First Drop Since '43

For the first time since 1943, proven petroleum reserves have showed a net drop.

Crude oil reserves fell to 30 billion 300 million barrels, a drop of 134 million barrels from the previous year, according to a joint report by the American Institute and the American Gas Association.

Natural gas reserves on the other hand registered at 246 trillion 569 billion cubic feet, an increase of 8 trillion 794 billion cubic feet.

Crude oil production during 1957 was estimated at 2 billion 559 million barrels, a rise of 7 million barrels over 1956.

California

California Claims Firms Hold Artificially Filled Tidelands

California plans to file suit against Southern California Edison Co. and Union Pacific Railroad for oil rights on part of the lands held by the firms.

Basis of the proposed suit are areas which the state claims are artificially filled tidelands. A court victory for the state would give it 50 per cent of the revenue from the region. The city of Long Beach would fall heir to the remaining half.

Two Firms Lose $500,000 In Hermosa Beach Venture

As a majority of the ballots came up "no" at Hermosa Beach recently, Shell Oil Co. and Continental Oil Co. had to graciously watch more than $500,000 slip away.

That was the amount of a cash bonus put up by the two oil companies when they signed a drilling agreement with the city last fall.

Their joint top bid had won the drilling rights in the city's tidelands on condition should oil be discovered the city would receive $11 million.

Sole hitch was the city ordinance prohibiting drilling in the city, and an election was finally held to repeal that. Result—2325 ballots against repeal of the ordinance with only 1815 favoring it.

The agreement permitted Hermosa Beach to keep the $500,000 regardless of the election results, so, the oil companies thanked the citizens who voted for repealing the ordinance and said they hoped to work with Hermosa Beach again.

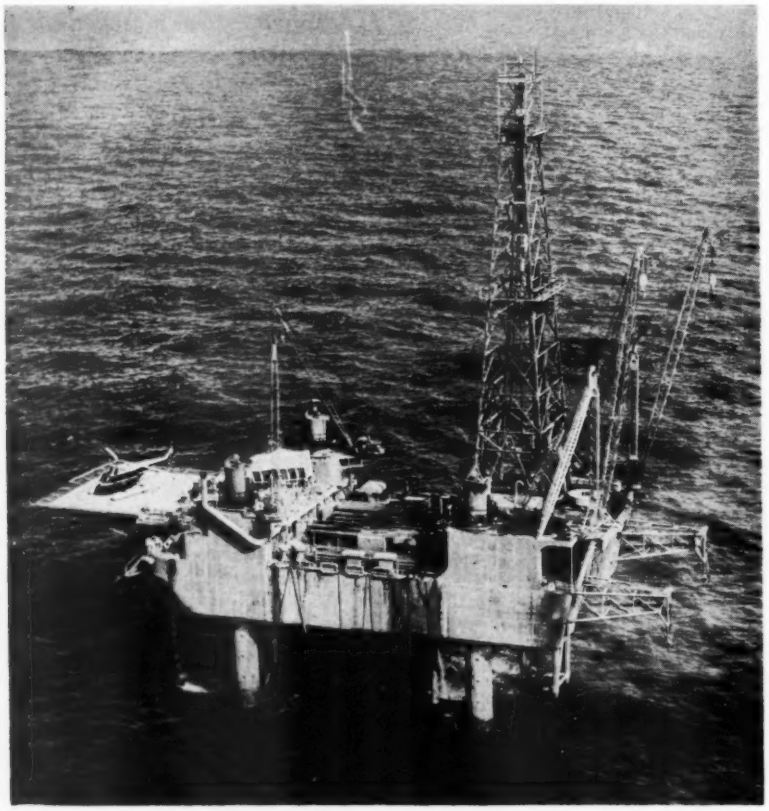
Florida

Oil Company Wins Court Suit Over Vast Submerged Lease

After a three-year battle with Florida over mineral rights on 4.5 million acres of submerged lands, Coastal Petroleum Co. has won its case in the State Court.

The company contended that its lease privileges included all minerals, while the State held that only soluble minerals including oil and gas were covered. Encompassed by the

Insured . . .



Facilities for insuring offshore

and inland oil industry world wide.

DEAN GANO & CO.

708 Wilson Building Telephone TUlip 4-2475

Corpus Christi, Texas

lease are 660,000-acre Lake Okeechobee, and tidelands off the West coast of Florida, as well as lands beneath bays and rivers.

Germany

Unrestricted Marine Drilling Proposed By West Germany

A proposal was made by West Germany at an 87-nation conference on law of the sea to grant any nation the right to drill for oil outside the territorial limits of another country.

Great Britain and the United States opposed the treaty advocated by the German delegation, and are against any change in the present three-mile limit.

Under terms of a draft treaty drawn up by the United Nations International Law Commission, a nation could fix its own seaward boundaries out to twelve miles. It would also give nations a right to claim minerals in marine areas outside their territorial waters.

The German memorandum stated that the nearest coastal state should only supervise exploration and development activities off its shores and could not prevent another nation from operating there.

Gulf of Mexico

Drillers In Gulf During 1958 Rack Up Top Hitting Average

Wildcats completed off Louisiana during 1957 almost yielded a producer for every dry hole, according to statistics by Rinehart's Oil Report.

Out of a total of 79 test wells completed in the Gulf waters, fifteen flowed oil and 21 were gassers. The total does not include 19 additional ventures which were either junked and abandoned, abandoned, or temporarily abandoned.

Leading in the number of successes was the Vermilion area with nine while the South Timbalier area came in second with six. South Timbalier led in wildcat oil completions five to four.

In field completions operators really did themselves proud, finaling 365 oilers and 62 gas wells with only 120 dry holes marring the scene. In the final tabulation, the State's tidelands yielded up a total of 463 successes out of 683 ventures —a batting average of .678.

In the national drilling picture, completions tumbled from the 1956

(continued on next page)

Housekeepers Aboard OFFSHORE PLATFORM #12

We at Foods and Services, Inc., are proud to have been selected to handle the feeding and housekeeping for the men who work aboard OFFSHORE PLATFORM #12 of the Continental Marine Drilling and Construction Company, Inc. Like these men, we are specialists in our own field—that of caterers and purchasing agents to oil companies and drilling contractors operating offshore.

Consult us first . . .
LET YOUR OFFSHORE HOUSEKEEPING PROBLEM BE OUR PROBLEM—

Foods and Services, inc.

OFFSHORE FEEDING ★ HOUSEKEEPING ★ PURCHASING AGENTS
P. O. Box 763 HOUMA, LA. Phone UPtown 2-3355

YOU'RE THE
BIG
FROG
IN OUR POND!

It's better to be a BIG frog in a little pond than a LITTLE frog in a big pond.

We have no *unimportant* customers, whose orders stand by while bigger accounts get service preference. Yet we're big enough to handle any job.

Do business where your business is important. For pipe, casing, pipeline supplies, pontoons, piling, field welding . . . call on KANE . . . and get "big frog" attention — every time.

PIPE for every purpose

Convenient location for prompt delivery in the Gulf, or to any major oilfield.

KANE
BOILER WORKS, INC.
311—27th, Galveston, Texas
Phone SO 3-2401 Houston: CA 2-7759

(continued from previous page)

all time high, statistics compiled by the American Association of Oilwell Drilling Contractors revealed.

A decline of 7.9 percent was recorded as completions fell from 58,271 to 53,668, which in turn signified a decline in total footage amounting to 3 million feet.

CATC Group Gets Citation For Five Man Rescue At Sea

For rescuing five men from a sinking fishing vessel in the Gulf of Mexico, the CATC Group has received a special citation from the U. S. Coast Guard.

At the time of the incident, the Coast Guard was unable to reach the sinking vessel, because it was too far offshore; however, the CATC boat which was engaged in offshore drilling operations proceeded to the spot and effected the rescue.

Rear Admiral Kerrins said in his letter to Continental Oil Company, operator for the CATC Group, that the men would have otherwise drowned. Other members of the group are Atlantic Refining Company, Tidewater Oil Company, and Cities Service Production Company.

Crewboats Operating in Gulf Must Be Inspected by June 1

Crewboat owners and operators in the Gulf of Mexico must have their vessels inspected and certified by June 1.

Under Public Law 519 crewboats already in operation as well as those under construction on June 1 are affected. Regulations for boats built after that date are much stricter than previously.

To receive inspection and certification on their boats the owners must apply to the Officer in Charge of Marine Inspection, U. S. Coast Guard in the district in which their boat is registered.

Weather Bureau Simplifies Small Boat Warning Service

The U. S. Weather Bureau's small craft warning service has been simplified and now uses only four signals for wind velocity.

Display signal for small craft warning now consists of one red pennant displayed by day and a red light over a white light at night, indicating winds up to 38 mph or 33 knots.

For a gale warning, two red pennants are displayed by day and a white light above a red light at night. Winds may range from 39 to 54 mph or 34 to 47 knots.

A single square red flag with a black center displayed during daytime and two red lights at night warn of a whole gale which may have winds of 55 to 73 mph, or 48 to 63 knots.

A hurricane warning is designated with two square red flags with black centers during the day and by a white light between two red lights at night.

Iran

Iran Repudiates Drilling Pact On Bahrain's Offshore Area

Iran, which claims Bahrain as its possession, has refused to accept an offshore agreement signed by Bahrain and Saudi Arabia.

Terms of the agreement allow Saudi Arabia to develop any oil fields discovered beneath Bahrain's portion of the Persian Gulf, with

Which lantern do you need?

Either W & T Lantern will cost you less than any other make.

Wallace & Tiernan Lanterns cost less than any other because:

They are reliable; that means no costly service trips to offshore locations. Frequently a single outage costs more than did the original lantern.

They consume the least power; no other electric lantern costs so little to operate. On the Gulf Coast a year's power for a W & T flasher mechanism costs only $1.53, as compared to $36.55 for a competitive flasher.

It's no wonder that the experienced Marine Superintendent selects Wallace & Tiernan precision-built Aids to Navigation. When he adds up *all* the charges, he knows that W & T Lanterns cost him the least.

See any of our Gulf Coast Representatives

The Cortney Company, New Orleans, La. — The Light House, Inc., Houston, Texas—Harvey, La. — Byrne & Rice Supply Co., New Orleans, La.

Or write for bulletin A-119, a detailed analysis of the economic aspects of Marine Lanterns as Offshore Aids To Navigation.

WALLACE & TIERNAN INCORPORATED
25 MAIN STREET, BELLEVILLE 9, NEW JERSEY

Bahrain sharing in 50 per cent of the profits.

Foreign minister for Iran, Aligholi Ardalan, said any attempt by an oil company or a foreign nation to operate in Bahrain waters will be looked on as an encroachment against Iran's offshore rights.

Kuwait

West Coast Firm Will Share In Building of Kuwait Port

Pomeroy Construction Corporation, San Francisco, and Hawaiian Dredging and Construction Co., Ltd., International have been awarded a $23 million joint venture contract to build port facilities for Kuwait on the Persian Gulf.

Design of the Kuwait port was drawn up by J. H. Pomeroy & Co., Inc., parent firm of Pomeroy Construction. The project includes construction of wharves, buildings, and cargo handling facilities, plus dredging of the harbor entrance, anchorage, and berthing areas.

Louisiana

Part of Huge Lease Validated By Government Land Bureau

Part of a 350,000-acre lease held by The Texas Company since 1935 has been validated by the Bureau of Land Management.

State Lease 340 which lies in the Gulf of Mexico off Vermilion and Iberia Parishes has been nullified beyond the three mile limit. The Bureau's action leaves the company holding the acreage in Zone 2, established in the State-Federal agreement of 1956.

When The Texas Company obtained the lease, it held little anticipation of oil in the region, and a southern boundary was never established.

Persian Gulf

Miniature LeTourneau Unit Due In Persian Gulf Soon

Sometime in April a miniature tripod-type drilling platform is scheduled to arrive at Arabian American Oil Company's marine terminal in the Persian Gulf.

Built by R. G. LeTourneau, Inc., for about $700,000, the small sized unit weighs approximately 800 tons but carries a standard derrick. It will be used in drilling operations with the drilling barge **Queen Mary,** which recently completed Manifa No. 1, a Persian Gulf wildcat flowing oil from a new zone.

Texas

Tidelands Bids Bring Schools $45,062 at Lease Offering

Revenue from tidelands bids in the recent Texas School Land Lease sale totaled just $45,062. No bids were offered on land more than three miles from shore.

Forty-one tidelands tracts were included in the offering, and five were bid on, having a combined total of 2660 acres.

Highest bid of the day on offshore acreage came from Christie Mitchell and others on three tracts of 640 acres each off Galveston County about two miles from nearest production.

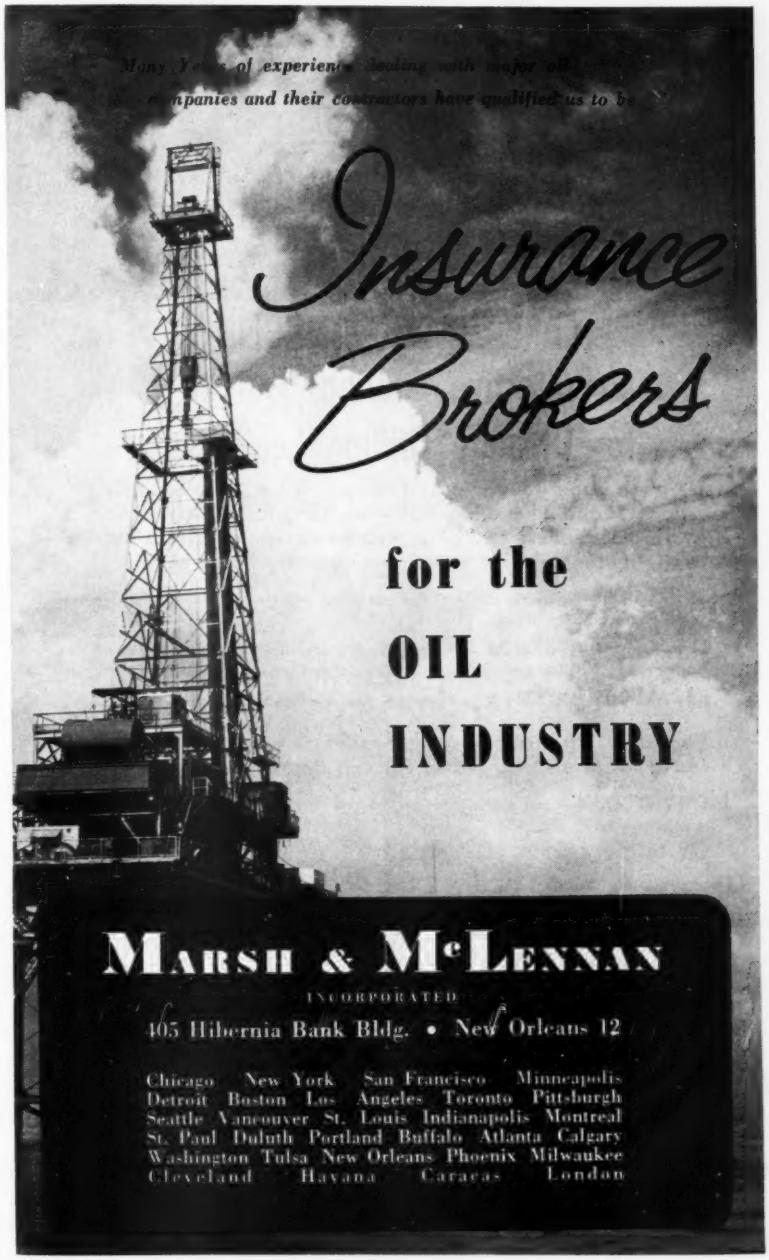
Out of a total of 460 tracts offered only 197 attracted offers, bringing the school land board $4,538,276 in revenue.

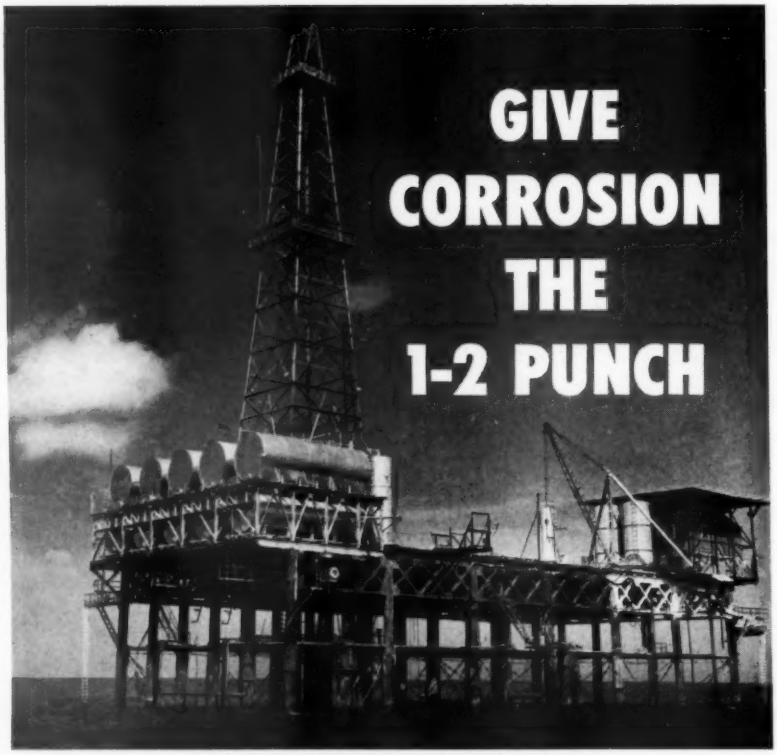
Venezuela

Brown & Root, Inc., To Lay 40 Inch Line In Maracaibo

The largest submerged pipeline in the world is due to be started this month in Lake Maracaibo, Vene-

(continued on next page)


Many Years of experience dealing with major oil companies and their contractors have qualified us to be
Insurance Brokers
for the
OIL
INDUSTRY
MARSH & McLENNAN
INCORPORATED
405 Hibernia Bank Bldg. • New Orleans 12
Chicago New York San Francisco Minneapolis
Detroit Boston Los Angeles Toronto Pittsburgh
Seattle Vancouver St. Louis Indianapolis Montreal
St. Paul Duluth Portland Buffalo Atlanta Calgary
Washington Tulsa New Orleans Phoenix Milwaukee
Cleveland Havana Caracas London



CARBOMASTIC-PHENOLINE
Protective Coating System
for Offshore Drilling Equipment

Here's a super-tough, easy-to-apply coating system — Carbomastic #3 and Phenoline 305 — for long-lasting protection of rigs, barges, tenders and other marine equipment. It's a service-proven, double-barreled safeguard against:

CORROSION — protects against the corrosive effects of salt water, marine atmosphere and chemicals

IMPACT and ABRASION — coating resists damage during fabrication and under rough treatment of dropped tools, pipe and other heavy objects

HAZARDOUS FOOTING — provides a non-skid walking surface.

The following Carbomastic-Phenoline combinations are recommended for areas exposed to varying degrees of corrosion:

JACKET SECTION — one coat of Carbomastic and two coats of Phenoline in the splash zone. Carbomastic for resistance to marine atmosphere, Phenoline for resistance to impact, abrasion and chemicals

DECK SECTION — for deck section of platforms: one coat of Phenoline Primer and one coat of Phenoline Finish

BARGE EXTERIORS — for hulls, rakes, bottoms, etc.: one coat of Carbomastic and two coats of Phenoline for protection against marine atmosphere, impact, abrasion and chemicals

NON-SKID COATING — for hazardous walking areas on steel decks: one coat Phenoline Primer and one coat Phenoline Finish with Special Silica Filler

BARGE INTERIORS — one or two coats of Carbomastic, for protection against condensation and sweating.

Write for details of Carboline's "Engineering Approach" and bulletins 600 and 803.

carboline COMPANY

32-G Hanley Industrial Ct.
St. Louis 17, Mo.

Specialists in Corrosion Resisting Coatings and Linings

(continued from previous page)

zuela. Thirteen miles of 40-in. pipeline will be added to the gathering facilities of Creole Petroleum Corporation's Tia Juana Conservation Plant No. 3.

Brown & Root's lay barge M-211 will lay the system extensions which include the 72,900 ft. of 40-in. line, 43,400 ft. of 30-in. line, and 10,153 ft. of 16-in. line.

Underwater Storage System Designed for Maracaibo Oil

An underwater storage system for crude oil has been designed for Lake Maracaibo by Sea Engineering & Salvage, Inc., of Houston and Robert H. Macy, naval architect for McLean Industries of Mobile, Ala.

Designed for 100 foot water, the facility would make use of mid sections of T-2 tanker hulls for storage tanks. It is one of several ideas currently being studied for decreasing storage and transportation costs in marine areas.

Venezuela Faced With Drop In Oil Production for 1958

In 1957 for the first time in its history Venezuela produced more than a billion barrels of oil, but the nation looks toward a sizable decrease this year.

Forecasters predict a drop from the record peak of 1,040,625,000 barrels to 925 million barrels for 1958.

Washington

Ike Will Sign If Congress Passes Natural Gas Bill

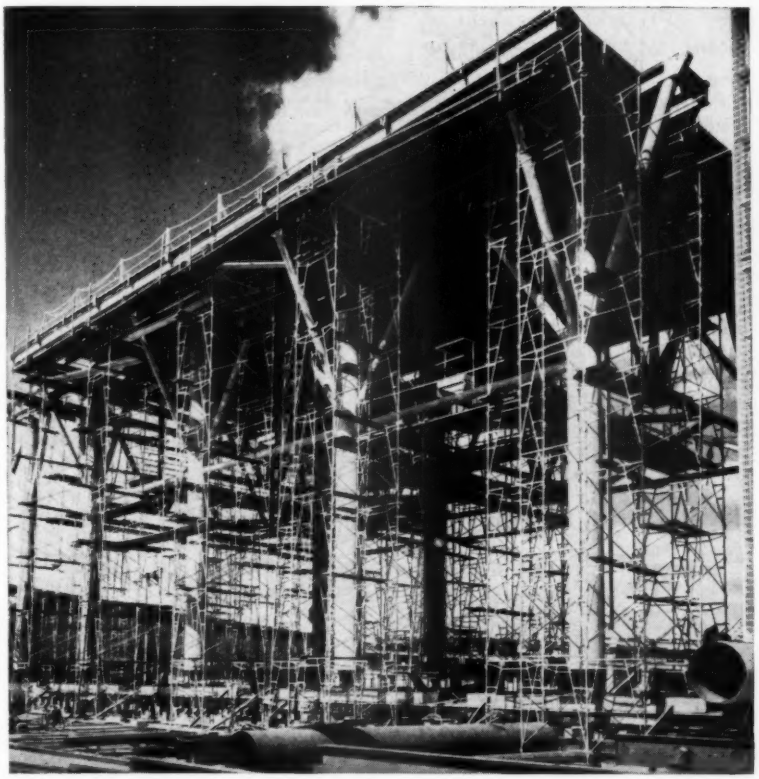
Barring further provocative incidents, President Eisenhower says he will sign the Natural Gas Bill if it gets through Congress.

Supporters are making plans to bring the measure to a showdown as soon as possible, although no date for considering the matter had been set at press time.

The President stated that the Porter letter had not affected his opinions of the bill which would reduce government control of the natural gas industry.

The Porter incident grew out of a $100-a-plate dinner honoring Massachusetts Rep. Joseph W. Martin. In a letter inviting Houston Republicans to the dinner, Porter said Martin would have to deliver a majority of the Republican votes if the bill passed.

1000-ton offshore drilling platform fabricated by American Bridge



American Bridge recently fabricated this giant self-contained drilling platform for Phillips Petroleum Company. The platform measures 88′ 9″ by 140′ and is supported by 16 steel piles 30″ in diameter and 195′ long. Its total weight is 1,032 tons.

Four units were fabricated for the platform: two deck sections and two jacket sections. These sections were delivered to Phillips, which erected the platform in the Gulf of Mexico.

American Bridge has the facilities, the engineering staff, and the experience to design and construct all types of offshore equipment. Your inquiries directed to American Bridge Division, United States Steel Corporation, 655 M & M Building, Houston, Texas, or Park Road, Ambridge, Pennsylvania, will receive prompt attention.

USS is a registered trademark

This photo shows two sections of the drilling platform being shipped from the Orange Ways of American Bridge. The huge barge carrying these sections is one of two recently built for J. Ray McDermott & Co. by American Bridge at the Orange Ways.

American Bridge
Division of USS **United States Steel**

Marine Department: Ambridge, Pennsylvania—Houston, Texas · Ways at Ambridge, Pa., Trenton, N. J. and Orange, Texas

Factory-trained Servicemen

AVAILABLE 24 HOURS A DAY

at any CUMMINS service shop

Expert mechanics, trained in factory methods of testing and servicing, are always at your service at 16 Cummins service-repair branches. Their know-how, backed by factory-type equipment and genuine Cummins parts, is a plus advantage you enjoy with Cummins diesel power.

16 FACTORY-TYPE SERVICE SHOPS

CUMMINS
Sales & Service, Inc.
General Offices: Mid-Continent Bldg
FORT WORTH, TEXAS

D&D board announces . . .

Convention Report for 1958

A report of the 1958 Desk & Derrick Convention in Los Angeles, October 10-11 was a highlight of the board of directors meeting in Tulsa.

Field trips to oil operations in the area will be conducted before and after with tours to Hawaii and Mexico as an added attraction.

Plans announced by various regions for 1958 include:

Region I, "A Day in the Field" at Bradford, Okla., May 17-18.

Region III, Combined regional meeting and seminar at Lafayette, La., March 22-23.

Region IV, Officers meeting in Tyler, Tex., March 29-30 and workshop in Dallas April 26.

Region V, Regional meeting in Roswell, N. M., early in April.

Region VI, Regional meeting at Duncan, Okla., March 22 and seminar at the University of Oklahoma June 21-22.

Region VII, Meeting in Denver early this summer.

Region VIII, Meeting at Bakersfield, Calif., April 12-13 and at Seattle in June or July.

Lafayette's D & D Members Tour Falcon Seaboard Barge

Twenty-two members of the Desk & Derrick Club of Lafayette toured the **Theo. N. Law,** large inland drill barge owned and operated by Falcon Seaboard Drilling Company.

The group traveled by chartered bus to the Baroid Docks at Intracoastal City where they boarded two inboard crew boats for the 25-minute journey to site of the Gulf No. 1 National Audubon Society well in Vermilion Bay.

Falcon Seaboard Drilling Superintendent W. A. Grapes and Toolpusher C. M. Aiguier led the club on a complete journey of the island of steel. Upon completion of the tour, a special luncheon was served to the group in the barge's dining area.

WATER SEPARATION PROBLEMS? CONTAMINATION FROM SEA WATER IN YOUR FUEL AND LUBE OIL? DO YOU WANT REALLY DRY COMPRESSED AIR? WRITE FOR MANUAL

Briggs offers you a fully illustrated manual covering all of these important production and cost cutting factors. The pages go into full details of hydraulic fluids . . . water and fuel separation . . . and methods for getting both drying and filtration action on your compressed air lines. There is no obligation . . . just use the coupon for this "practical, ready-to-apply information. All data has been job and field proved.

Briggs
PIONEERS IN MODERN OIL FILTRATION

PRODUCT OF BOWSER RESEARCH

FILTER/SEPARATORS
COMPRESSED AIR FILTERS
FUEL AND LUBE FILTERS

YES! THE BRIGGS FILTRATION COMPANY
DEPT. 238, WASHINGTON 16, D. C.
SEND MANUAL. NO COST OR OBLIGATION
NAME_____
COMPANY_____
ADDRESS_____

Dohm Heads New Subsidiary For Pan American Petroleum

C. F. Dohm, former president and director of Conorado Petroleum Corp., has been named president and director of newly-established Pan American International Oil Company.

Dohm, who has more than 20 years of experience in oil exploration, graduated from Louisiana State University with a degree in petroleum geology.

Petroleum associations of which he is a member include The American Petroleum Institute, The American Association for Petroleum Geologists, and the Pan American Society.

Pan American International is a subsidiary of Pan American Corporation established to explore for oil in the Eastern Hemisphere.

API's Mid-Continent Group To Hold Convention in May

Convention of the Mid-Continent District, Division of Production American Petroleum Institute will be held in Oklahoma City April 9-11.

Speakers include Sidney Latham, Hunt Oil Company; J. Ed Warren, First National City Bank of New York; and Dr. Kenneth McFarland, General Motors Corporation.

"Citation for Service" award will be presented by D. L. Connelly, API vice president for Production, Houston.

Texaco Head Elected Director Of Freeport Sulphur Company

New member of the board of directors for Freeport Sulphur Company is Augustus C. Long, chairman of the board of directors and executive officer for The Texas Company.

Long

Long is also a director of several Texaco subsidiaries including Arabian American Oil Company, Trans-Arabian Pipe Line Company, and Seaboard Oil Company.

He graduated from the United States Naval Academy, joining The Texas Company in 1930. In 1950, he became a director, and in 1956 was elected board chairman.

Long is presently a director of the Federal Reserve Bank of New York and a board member of the American Petroleum Institute and the National Industrial Conference Board.

Southwest District of API Names Bobo New Chairman

Roy A. Bobo, Phillips Petroleum Company of Houston, was selected district chairman at the three-day meeting of the Southwest District of The American Petroleum Institute Division of Production in Houston recently.

Retiring chairman is Ben F. Carter, Union Producing Company of Shreveport. He assumes duties as chairman of the district advisory committee.

Kerr-McGee Names Doyle V-P of Branded Marketing

W. H. Doyle has been named vice president in charge of branded marketing for Kerr-McGee Oil Industries, Inc.

Doyle

Doyle, whose previous job was manager of the Cleveland sales division of Standard Oil Company of Ohio, became affiliated with that firm in 1930 as a service station operator.

With that as a start, he became general salesman and eventually moved up to division manager. A native of Dayton, Ohio, he studied business at graduate schools of Harvard and Stanford.

During World War II and again during the Korean War, he served on active duty with the Air Force.

A certificate of completion is presented Tom Carlisle, Magnolia Pipe Line Co., by Russel Brannon of Humble Pipe Line Co., general advisory chairman of the School of Pipeline Technology held on the campus of Robert E. Lee College late last fall. Looking on are Morgan Martin of Gulf Refining Company and Ken Cooley of Shell Pipe Line Co., school coordinators.

At Gulf Coast city . . .

Pipeline School Set To Open

Opening at Baytown April 14 is a school where young college graduates and supervisory personnel from pipeline firms receive six weeks of concentrated courses in pipelining.

The spring School of Pipeline Technology will be held on the campus of Robert E. Lee College providing students with courses covering 180 hours of study.

Sponsored by the American Petroleum Institute's division of transportation, it is operated twice annually by the University of Texas' Petroleum Extension Service co-operating with the Trade and Industrial Service of the Texas Education Agency and Lee College.

Material will be presented at the school by about 100 instructors, including specialists for pipe line companies and field equipment manufacturers and college professors.

For an enrollment fee of $300 a

(Continued on Next Page)

(Continued from Preceding Page)

pipeline student may enroll and upon graduation receive a certificate of completion. Enrollment is limited to 30, however.

Supplementing classroom sessions are movies, slides, and field trips. For prospective marine pipeliners there is a special discussion on underseas pipe lines by R. C. Ledford, operating vice president of Marine Gathering Company. Ledford designed the Magic, world's first vessel built especially for laying pipelines in open water.

Shell Foundation Initiates Plan for 100 Scholarships

A program to eventually set up 100 scholarships per year for prospective high school science and math teachers has been initiated by Shell Companies Foundation, Inc.

Known as the Shell Merit Scholarship Program, the project begins with 25 scholarships in 1958. Thereafter 25 scholarships will be added each year until 1961.

First scholarships will be awarded about May 1 on the basis of national college aptitude tests.

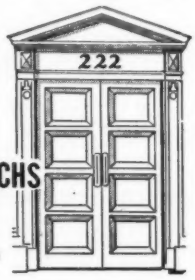
WHEN is a good time to invest in stocks?

With large increases in defense spending scheduled to begin this year, the prudent investor who purchases stocks at current levels—*NOW*—may well be in an enviable position later.

Here are several promising stocks of a regional nature which we suggest you look into now:

Canal Assets, Inc.
Fifteen Oil Co.
Southdown Sugars, Inc.
South Shore Oil & Development Co.

Additional information about these as well as any other stocks is yours for the asking. Just call or write Dept. F.



HOWARD, WEIL, LABOUISSE, FRIEDRICHS
AND COMPANY
Investment Securities
222 Carondelet St. — TUlane 2711
New Orleans, La.

Kennedy

Pace

Major Appointments Cited By Continental Oil Company

Harry J. Kennedy, 38-year veteran of Continental Oil Company, has been named a senior vice president, it was announced by President L. F. McCollum.

Frank Pace, Jr., president of General Dynamics Corporation, has been elected a member of the Board of Directors.

A third major appointment has placed Howard A. McKinley of Houston in the newly established role of manager of land in the foreign department.

McKinley was formerly regional land superintendent for Conoco's CATC marine region. Joining the company in 1952 as a roustabout, he moved up to division land superintendent for the CATC marine region in 1954.

Texas Company Announces Three Major Appointments

Marion J. Epley, Jr. has been appointed assistant to the chairman of the Texaco board of directors, Dr. Hugh H. Beach has been appointed assistant to the vice-president of the Domestic Producing Department, and J. A. Rogers has been promoted to Chief Geologist, General Manager's Office of The Texas Company's Domestic Producing Department.

Epley has been general attorney for Texaco in New York since 1953. In 1948 Epley was named Texaco's chief attorney for Louisiana and three years later was promoted to General Attorney in New Orleans. He was transferred to New York in 1952.

Dr. Beach, former chief geologist of the Houston department, joined Texaco's Exploration Department as chief geologist in 1951 and was promoted to assistant manager the next year. In 1955, he became chief geologist of the domestic producing department.

Unique offshore problem . . .

Operating Agreements

By GEORGE WEAR, Attorney
CATC Marine Region

ONE could conclude that the operating agreement for the offshore area presents no unique legal problem.

Such a conclusion would necessarily be based on the assumption that the private contract expressing the agreement of the parties would not be affected by the unusual problems of the offshore area . . . an ostrichlike approach to reality.

Ownership . . . The offshore area is owned by, or subject to the jurisdiction and control of, either the adjacent state or the United States.

The controversy, between the State of Louisiana and the United States, and the State of Texas and the United States, as to the ownership of the Continental Shelf and the boundary dispute have required, and still require, that the political climate be considered in each of our contracts for the offshore area.

On June 11, 1956, the Supreme Court of the United States enjoined further drilling and leasing offshore Louisiana unless agreement was reached by Louisiana and the United States. The Louisiana Legislature was in session at the time and passed, as an emergency measure, an escrow law authorizing the chairman of the State Mineral Board, with the concurrence of the Attorney General for Louisiana, to conclude agreements for the offshore.

An agreement was concluded by the State of Louisiana and the United States on October 12, 1956, and as required by the injunction, was filed in the Supreme Court of the United States.

Except for extra paper work, the operations under the October 12, 1956 agreement, the consent and waiver, and the separate agreements with the State of Louisiana have not caused any unusual problems or difficulties; however, the obligations assumed thereunder should be carefully considered in all contractual agreements.

Offshore activity . . . The platted area offshore Louisiana and Texas embraces approximately 18 million acres. Leases have been granted to cover 4,272,439 acres in the platted area offshore Louisiana and Texas. On October 1, 1957, 915 contracts of lease remained in force and effect, covering 2,353,523 acres.

Of the 915 contracts, 369 were owned by more than one lessee. You may ask why the operator so often shares his leasehold interest with another or others. I believe cost is the answer. The bonus paid for the 915 leases in effect on October 1 was $393,258,519. Estimates will show that in the 12-year period that offshore operations have been conducted, approximately 75 operators have expended over $2 billion in the offshore areas of Texas and Louisiana.

Obstacles of the area . . . The operating agreement for the offshore area requires the same basic provisions and considerations as the agreement for land operations. Expenditure of money, exposure to loss, and liabilities are incurred as we overcome the obstacles of the area; therefore, our agreements should be given additional consideration commensurate with the expenditure of capital required to overcome the obstacles of the water covered area and the hazards inherent in our exposed location.

My suggestion is to be sure that the contractual arrangement, and operations thereunder, meet the revenue and trust restrictions. The best way to be sure is to use the tried and proved provisions used in operating agreements for land.

Special considerations . . . Some of the special considerations I believe necessary for an operating agreement affecting an area offshore are:

1. Parties.

If the party to the agreement is not the then holder of the lease, be sure he is qualified to hold a Federal lease.

2. Area.

In defining the area affected, the authority to approve, or require, unitization of a structure should be recognized. Forty acres is not an aliquot part of the 5000-acre block, offshore Louisiana. Offshore Texas, 78.125 acres is the smallest subdivision of the 5270-acre block permitted under present practice.

3. Lease acquisition

Right to share any lease acquisition by a party, similar to that contained in the land agreement is in order.

4. Participation in cost and production

Provisions must be drafted after thorough consideration of the burdens on the interest of each party. Royalty rate varies. Severance and production taxes are applicable on production from state leases, but not federal leases.

5. Filing operating agreements for approval

CFR 43:201.61 provides that all instruments of transfer of a lease or of any interest therein, including operating agreements, must be filed for approval of the Bureau of Land Management.

6. Rights, duties, liabilities, of operator—non-operator

The responsibility of the operator and each non-operator should be adequately covered, including their liabilities to each other, lessor, contractors, and the public. The contract should not be concluded until qualified insurance counselors have carefully examined the coverage of each party and the insurance requirements of the contract.

7. Sole expense wells

When two or more leases owned by separate lessees, or a part of the subject to two or more such leases, are made subject to the operating agreement, the sole expense of drilling provisions rears its head. A party wishing to defer development could hold back a party vitally interested in immediate development without a provision authorizing drilling, even though all parties did not participate.

8. Required wells or compensatory royalty

The Geological Survey has the right to require the drilling of a well or a compensatory payment.

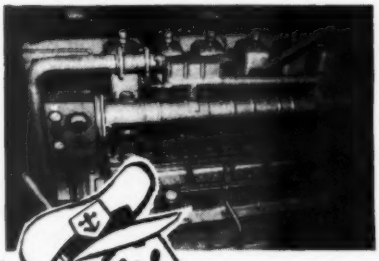
George Wear is general attorney for the CATC Marine Region, Continental Oil Company, at Houston. Born at Columbia, La., in 1918, he received his law degree from Louisiana State University in 1940. Since 1954 he has worked exclusively with legal aspects of offshore operations.

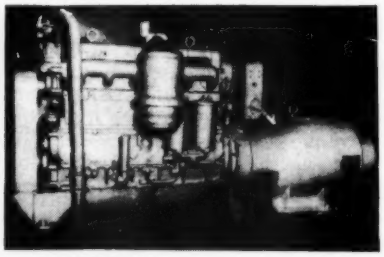
Excerpts from a speech he delivered at the Institute on Offshore Drilling Operations sponsored by the School of Law, The University of Texas, are presented here.

For discussion on other problems peculiar to marine areas given by industry experts, watch succeeding issues of OFFSHORE.

MICHELE D. CORPORATION
powers with
Waukesha MOTOR

The "Michele D. De Felice", 85 ft. tug, built by E. W. & A. P. Dupont, Inc. of Morgan City, La. is the latest of many vessels using Waukesha Diesel Marine Engines sold and serviced by Reagan Equipment Co. At present the Michele D. De Felice is working exclusively for the J. Ray McDermott Co., Inc. in offshore Operations.





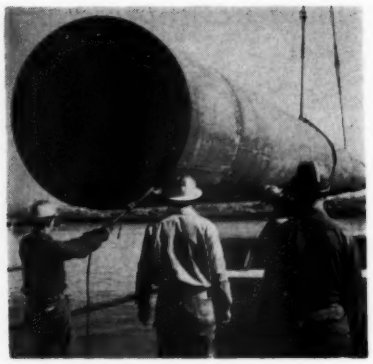
Left — MAIN ENGINES
Two Waukesha Diesels, Model LRDBSM, 600 BHP each at 1200 R.P.M.

Right — GENERATORS
Two Waukesha Diesels, Model 135 DKM, driving 40 KW EM, 1200 R.P.M., Synchronous generators.

DESIGN • SALES • SERVICE
FOR ANY MARINE APPLICATION CALL

REAGAN
Equipment Co.

4916 Jefferson Hwy., N. O., La., VE 5-5427
Hwy. 61 North, Natchez, Miss., Phone 7316



It's 100 Feet to Bottom Through Tapering Caisson

For drilling a well in Gulf water about 100 feet deep the California Company hired Higgins, Inc. to fabricate a 162′ 8″ conductor pipe.

Setting of a long, large-diameter tapered caisson before drilling begins is one of the innovations brought about by the search for oil in the Gulf of Mexico. These heavy steel conductor pipes are driven into the mud and the well is drilled inside the walls of the pipe.

If the well is a producer, the caisson is left in place and pumped full of cement to provide protection from the surrounding water and to support the Xmas tree.

The pipe Higgins constructed was six feet in outside diameter at one end, tapering to three feet at the other. It was fabricated from ½″, ⅝″ and ¾″ steel plate and all welds were radiographed.

For transporting to well site, the pipe was loaded out on a Calco barge, using wooden cradles under the 3-foot end, which was capped with a ¼″ plate. The caisson was lashed down with five one-inch steel cables to insure safe delivery to the offshore location.

Upon arrival at the well site, the caisson was rolled off the barge with the six-foot end entering the water first, allowing water to enter and lock the air in the capped three-foot end.

The caisson thus partially floated with the 6-foot end on the bottom and the small end up. This eliminated the need for a large derrick barge since the pile driving barge could lift the caisson into an upright position for driving it some 50 feet into the mud.

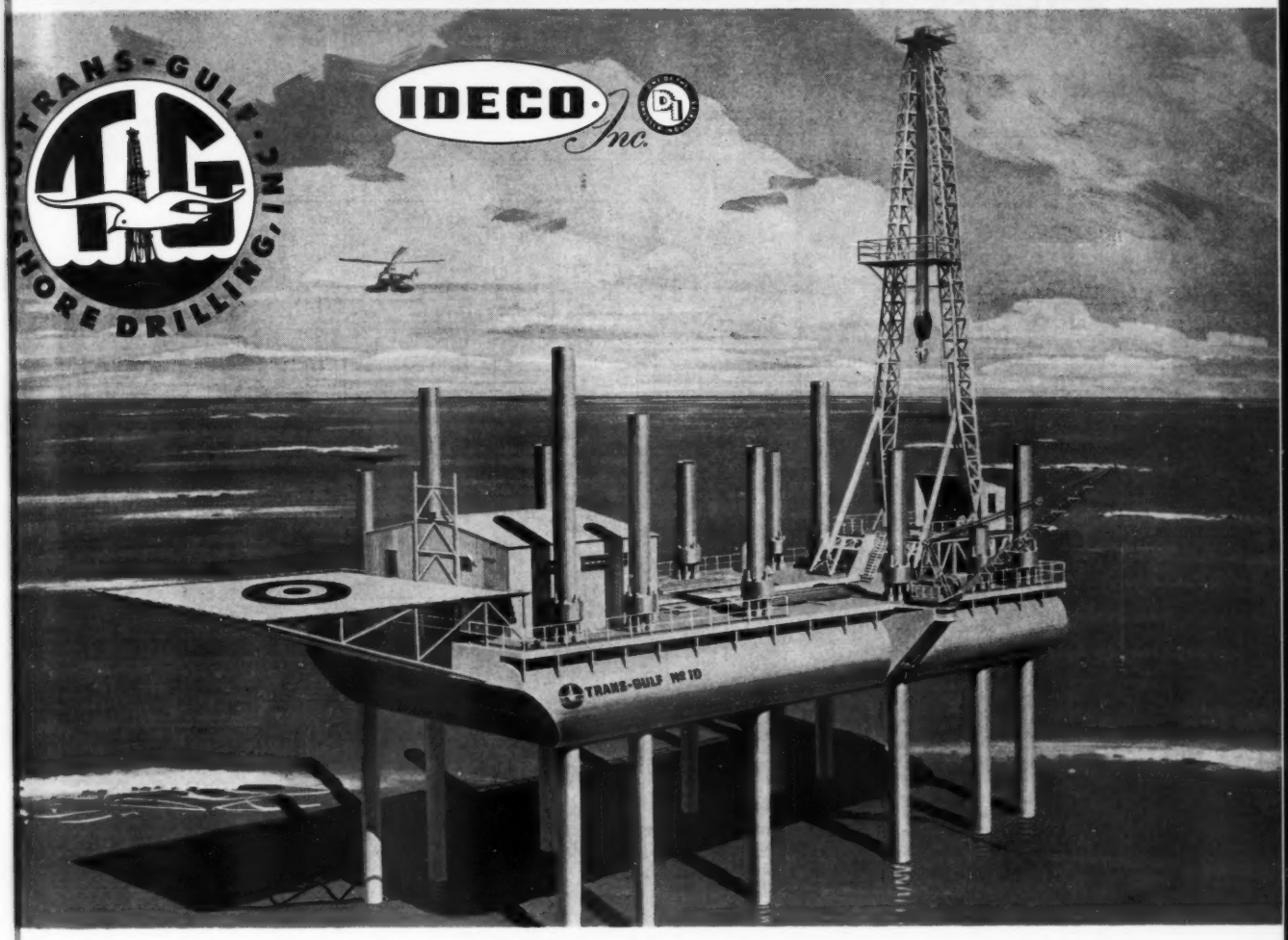
Since water depth at the location was approximately 100 feet, the small end of the pipe extended about 12 to 15 feet above the water.

FIRST IN THE FIELD!

Offshore

The Marine Oil OPERATIONS Journal

40-Page Section On Trans-Gulf's New Mobile Unit



Special RIG Section

Trans-Gulf

OFFSHORE DRILLING CO.

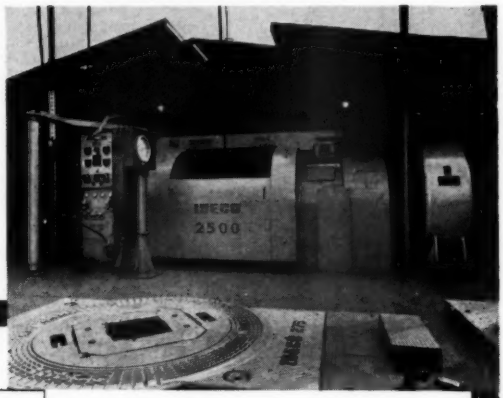
RIG NO. 10

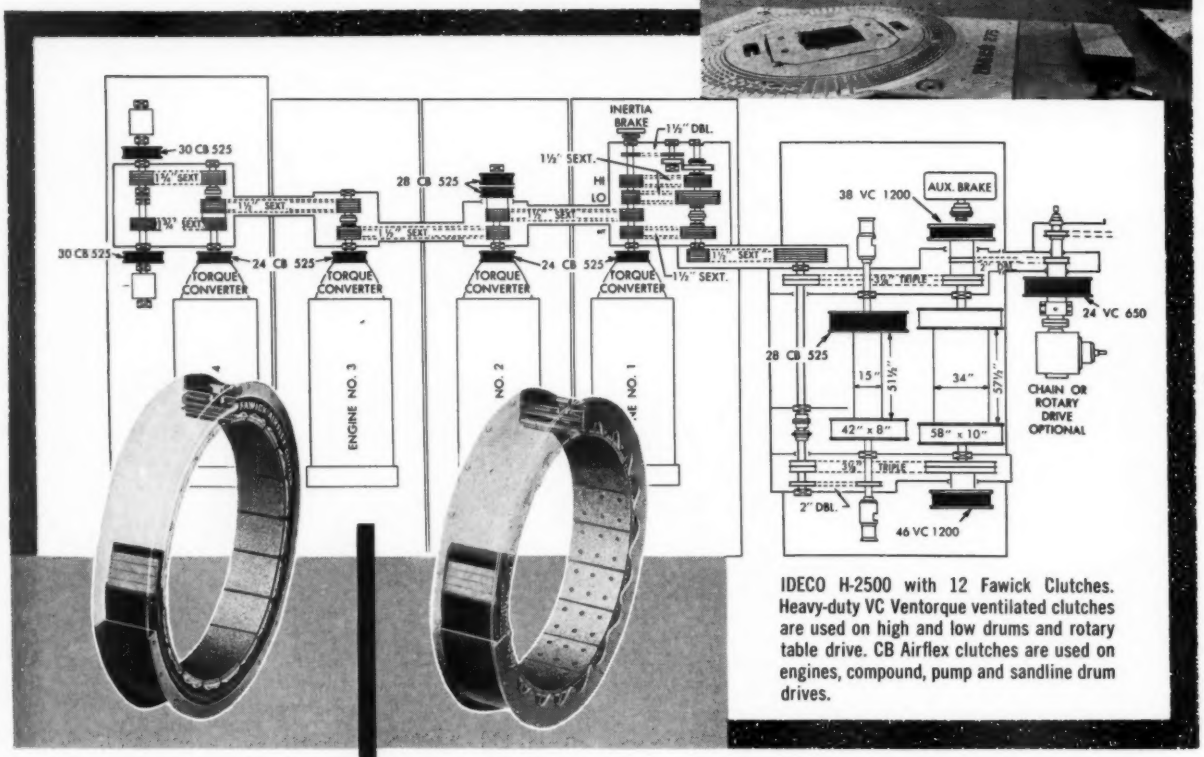
- ▶ DESIGN AND OPERATION—P. 45
- ▶ DRILLING EQUIPMENT—P. 54
- ▶ MUD SYSTEM—P. 65
- ▶ HYDRAULIC JACKING SYSTEM—P. 67
- ▶ DIESEL-ELECTRIC POWER—P. 73

on Trans-Gulf rig no. 10 . . .

Ideco 2500 Drawworks features Fawick Clutches

IDECO E-2500 on Trans-Gulf Offshore Drilling Company's Rig No. 10.





IDECO H-2500 with 12 Fawick Clutches. Heavy-duty VC Ventorque ventilated clutches are used on high and low drums and rotary table drive. CB Airflex clutches are used on engines, compound, pump and sandline drum drives.

CB Airflex Clutch: Drilling industry's most widely used . . . produces instant engagement, accommodates misalignment, and is maintenance-free.

VC Ventorque Clutch: Heavy-duty clutch for transmitting extreme loads . . . operates cooler despite fast starts or sustained slippage.

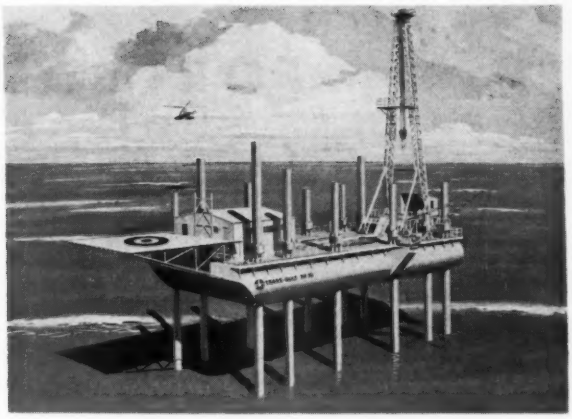
Complete Ideco equipment on Trans-Gulf Offshore Drilling Company's new Rig No. 10 includes a big, versatile E-2500 electric drawworks and rotary. FAWICK Clutches are installed on main drum, rotary drive and sandreel drum. Other models of the Ideco 2500 with mechanical or torque converter drives feature eight additional FAWICK Airflex Clutches on engines, master, compound and pump drives.

FAWICK Airflex is the "no-maintenance, no-lubrication" clutch that provides lifetime new-clutch action, fingertip local or remote control and fast full-power transmission.

Find out how FAWICK equipment can improve the performance and lengthen the life of your equipment . . . call or write FAWICK today.

FAWICK AIRFLEX DIVISION
FAWICK CORPORATION
9919 CLINTON ROAD • CLEVELAND 11, OHIO
U. S. A. PETROLEUM INDUSTRY DISTRIBUTOR
MID-CONTINENT SUPPLY COMPANY, FORT WORTH, TEXAS
In Canada: Fawick Canada Ltd., Toronto

FAWICK Airflex
INDUSTRIAL CLUTCHES AND BRAKES



Trans-Gulf's

Rig No. 10

INTENSE interest generated by marine drilling in the northern Gulf of Mexico is spreading down the storied Mexican Main to all parts of the Gulf and the Caribbean. As this is written, giant mobile offshore drilling units, designed and built by veteran rig-building shipyards along the Gulf Coast, are under tow to Campeche and to Panama, and to Honduras and Trinidad. Smaller rigs are outbound to swell the number already operating in the Gulf of Paria and Lake Maracaibo.

Off Cuba, drilling operations are underway from a man-made island, and from a submersible barge. A barge is making hole off Nicaragua and another is drilling off Mexico.

But if interest is spreading, spurred on by American marine and oilfield ingenuity and know-how, the focal point of interest remains at home—on the approximately 20 million submerged acres lying shallowly between the Mississippi Delta and the mouth of the Rio Grande, and between the 20-fathom mark and the low, flat contours of the Louisiana-Texas coast.

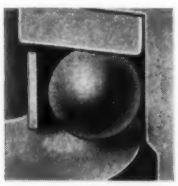
There, last week, a trim new rig was outfitting to be moved to its first deepwater drillsite in the remarkable offshore crescent. But it was the rig that was important, not the location, for Trans-Gulf Offshore Drilling Company's **Rig No. 10,** more than any other, typified the evolution in marine drilling rigs that has brought nearly 200 million water-burdened acres in the "American Sea" within reach of the drill.

The rig is an engineering triumph, both in design and equipment, for it is essentially a marine rig—better adapted than nearly any land rig for deep drilling (to 25,000 feet), yet tailored to meet the stringent requirements of the sea. On the following pages is the story of **Rig No. 10,** and of the men who built the new drilling giant and will guide its destiny—the Trans-Gulf Offshore Drilling Company. But it is the story of other men and other companies as well, for many individuals and companies contributed to Trans-Gulf's **Rig No. 10** in various ways, from inception of the idea to "spudding in."

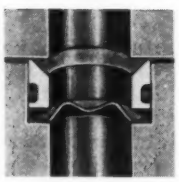
The Editors

FOR YOUR SAFETY

SAFETY YOU CAN SEE



Large stainless ball bearings relieve the thrust of fluid pressure with rolling ease, safe from freeze-up, even after the valve stands idle for long periods.



"Shear-Seals" are self aligning with the rotor face. Lapped sealing surfaces are always held in perfect contact, safe from scoring or binding, because dirt and pipe scale are swept aside with each valve operation and flushed down the drain port.

Leak proof — standing all night at 6000 P.S.I. without any loss of gauge pressure—safe against power loss from internal or external leakage.

Finally, the record years of an unspoiled record in blow-out preventer control are yours to see in the Barksdale Valves nameplate. To keep you safe from gambling with safety insist on the patented Barksdale "Shear-Seal" valve.

KOOMEY CLOSING UNITS HAVE BARKSDALE 'SHEAR-SEAL' VALVES

the new combination air and electric

KOOMEY CLOSING UNIT

Designed to handle any well — anywhere — this new KOOMEY Closing Unit will charge a 100-gallon accumulator system to 1500 psi in just 2.17 minutes . . . an 80-gallon system to 3000 psi in 3.4 minutes. Stall pressure is 5000 psi using 100 psi air input pressure — 10,000 psi using 200 psi air input pressure. One remote control is included and, like all KOOMEY Closing Units, it features multiple pumps and multiple accumulators for maximum safety.

Only KOOMEY Closing Units Offer All These Safety Features

- **3 TO 10 ACCUMULATORS** Individual ten-gallon accumulator bottles (3000 psi working pressure) in manifold to form a compact system that will operate even if several of the nitrogen filled bags within the bottles should fail.
- **2 TO 5 MOTORS** Heavy duty units which require no oiling or maintenance . . . completely separated from pumps for ease of repair and to eliminate danger of material being pumped seeping into motor.
- **2 TO 5 PUMPS** Each double action pump assembly is operated by a separate motor and each motor and pump assembly is capable of closing the rams of a blowout preventer independently.
- **QUICK PUMP CHANGE** All a roughneck needs to do to change pumps is break one union, substitute an exchange pump and tighten the union. Thoroughly tested, guaranteed pumps are available for exchange.
- **REMOTE CONTROLS** Added safety is provided by dual controls — one set on the rig floor and the other at a safe distance from the rig.
- **WIDE RANGE OF MODELS** Specifically designed models are available to meet the requirements of each type of blowout preventer, and components may be assembled into custom-made units to solve specific problems.

Barksdale Valves are sold and serviced through representatives in the major trading areas of the United States and in strategic locations of Canada, Latin America, Hawaii, and Europe.

IN CALIFORNIA:

Barksdale Co., 5125 Alcoa Ave., Los Angeles 58.

Barksdale Co., 278 Upper Terrace, South San Francisco.

Bailey Equipment Co., 3856 California St., San Diego 1.

IN LOUISIANA:

Standard Supply & Hardware Co., 822 Tehoupitoulas St., New Orleans 7.

IN TEXAS:

Johnson-Heyck, Inc., 430 West Bldg., Houston 2.

This company carries a complete stock of Barksdale Valves and spare parts for the convenience of the oil industry.

For other local representation look for this listing under "Valves" in the yellow phone book of most major cities.

BARKSDALE VALVES
LEAKPROOF "SHEAR-SEAL" Solenoid and Manual Valves for VACUUM to 10,000 P.S.I.
FAST Cycling CRESCENT Solenoid Valves 250 P.S.I.
BARKSDALE - MELETRON Industrial Pressure Switches VACUUM to 20,000 P.S.I.
"WHERE TO BUY THEM"

KOOMEY units are sold through

STEWART & STEVENSON DISTRIBUTING CO.

STEWART & STEVENSON DISTRIBUTING CO.

OILFIELD DIVISION

1719 Preston Avenue • P. O. Box 1637

Houston, Texas • Phone CA 5-5341

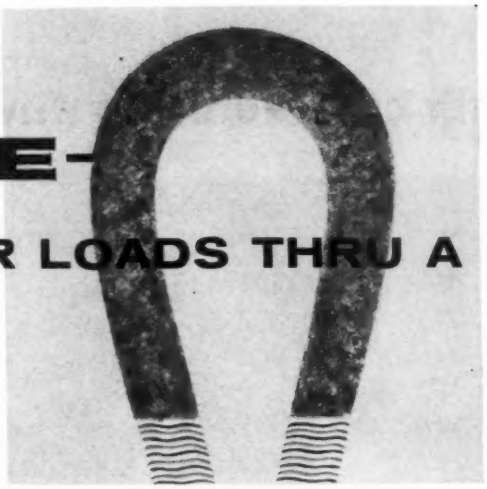
barksdale valves CONTROL VALVE DIVISION

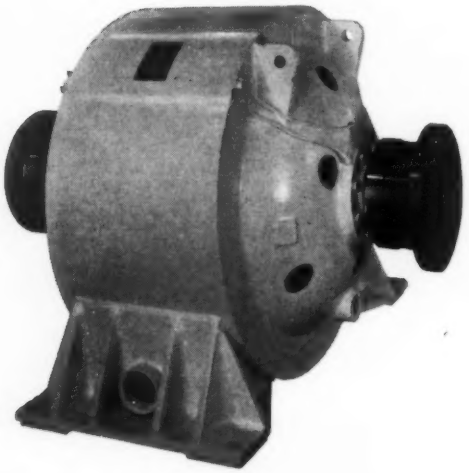
5125 ALCOA AVENUE • LOS ANGELES 58, CALIFORNIA

START-

DRIVE-

AND STOP YOUR LOADS THRU A MAGNETIC FIELD





A MAGNETIC FIELD DOES NOT WEAR OUT

Greater precision, efficiency, flexibility and economy in drilling operations now can be obtained through the use of Elmagco magnetic brakes and magnetic couplings.

The Elmagco MPW (magnetic particle water-cooled) brake and automatic driller or feed control provide positive brake and drill feed control in a single package. Connected to the drawworks drum shaft, it allows the drill string to be lowered under control or stopped and held in one position. The weight on the bit can be controlled accurately, also. This brake has been used on casing strings weighing as much as 753,000 pounds.

With Elmagco magnetic couplings between the mud pump and power source, the prime mover can be operated at the most efficient constant speed, meanwhile permitting full flexibility in mud pump speed. The size and type of engines providing power is not important to the efficient operation of Elmagco couplings.

Reliability, lowness of cost, lack of maintenance requirements are a few additional reasons why Elmagco brakes and couplings are being selected for the most modern drilling rigs.

For more information on these efficient, money-saving products, write for our complete illustrated folders.

COUPLINGS

ELMAGCO

BRAKES

THE BAYLOR CO., INC.

P. O. BOX 3244 • BELLAIRE, TEXAS

Offices in: Casper, Wyoming • Corpus Christi, Texas • New Iberia, Louisiana • Odessa, Texas • Oklahoma City, Oklahoma • Reseda, California • Williston, N. Dakota

ELMAGCO PRODUCTS — DESIGNED AND BUILT FOR OIL FIELD SERVICE

How Rig No. 10 works

Design And Operation

New unit has marine design, mercury levelling system, 12 slip-jacks to lift 4000-ton platform 40 feet above water

FROM the tip of its 143-foot Ideco Full-View mast to its twelve 48-inch diameter steel "feet" mired deep in the ocean's mud, Trans-Gulf Offshore Drilling Company's **Rig No. 10** reflects the many improvements in design and drilling equipment learned from the experience of more than a decade of offshore operations in the stormy, unpredictable Mexican Gulf.

The 1200-ton basic hull of the $3 million drill barge was fabricated by Port Houston Iron Works of Houston, Texas, to the design of William H. Flynn, vice president of Trans-Gulf. With measurements of 185 feet by 87 feet by 21 feet, the single-hull self-elevating unit is extremely compact—yet it is capable of drilling to 25,000 feet in water depths up to 75 feet, using one of the largest drawworks, masts and mud systems available.

In addition, the barge has these outstanding design features:

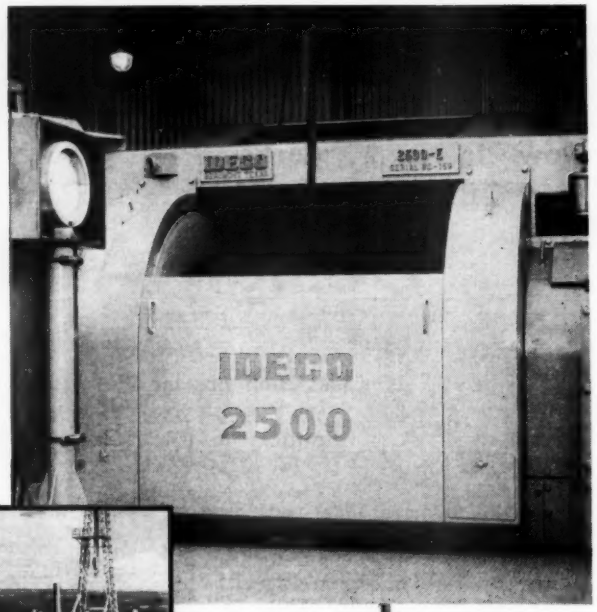
1) A hydraulic jacking system that will raise the platform on its twelve steel legs at the rate of one foot per minute.

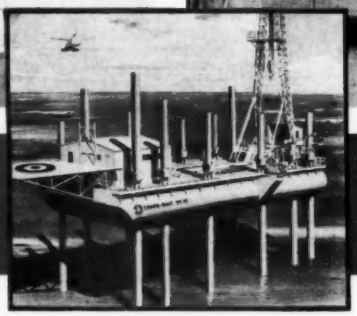
2) A mercury levelling system that will compensate, during raising operations, for an out-of-level differential as little as one inch.

3) Complete liquid storage in two compartmentalized longitudinal tubes that make up the outside perimeter of the hull. Bulkheads are

(continued on page 47)

PERFECT SPOOLING





IT'S LEBUS ENGINEERED SPOOLING

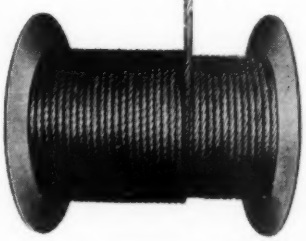
FOR TRANS-GULF RIG NO. 10

Operators are becoming increasingly aware that controlled spooling is a must on every hoisting drum. The tremendous savings resulting from *longer wire line life . . . faster lifts . . . greater safety . . . better rig performance* plus other important advantages are factors to be taken seriously — particularly now.

Lebus Engineered Spooling, of course, has completely revolutionized wire line spooling performance. Whether your requirements call for two, four or more layers of line; on the smallest or largest drum hoist, there is a Lebus spooling method to save money for you.

Installation is relatively simple and easy and can be made on the job location; in the yard; in the shop; or in the manufacturing plant where the hoisting unit is made. Also, Lebus Wire Line Spooling Service is world wide, which assures you of continuous satisfactory service.

If you want to see modern science at work in wire line spooling, let Lebus supply you with facts and impressive information on this important subject.



LEBUS

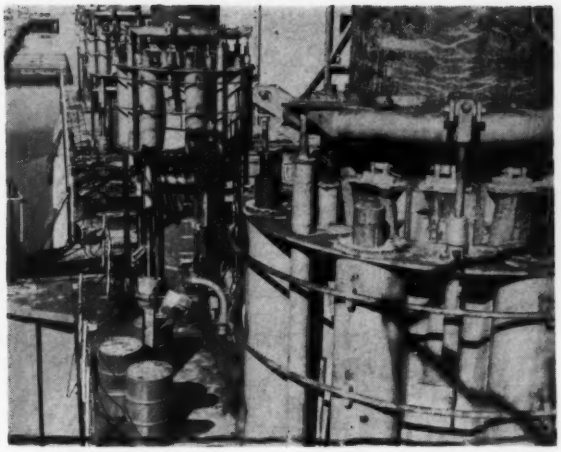
INTERNATIONAL ENGINEERS, INC.

LONGVIEW, TEXAS

LINE LEBUS

LEBUS . . . WORLD HEADQUARTERS FOR *Engineered Spooling* COUNTERBALANCE • PYRAMID • HELICAL

Crew-rooms are spacious, mahogany paneled, six-bunk rooms. RIG NO. 10 has completely air conditioned accommodations for 42 men.



Row of slip-jacks on 212-ft. long caissons can lift 4200-ton platform at rate of one foot per minute.

Design and Operation . . .

(continued from page 45)

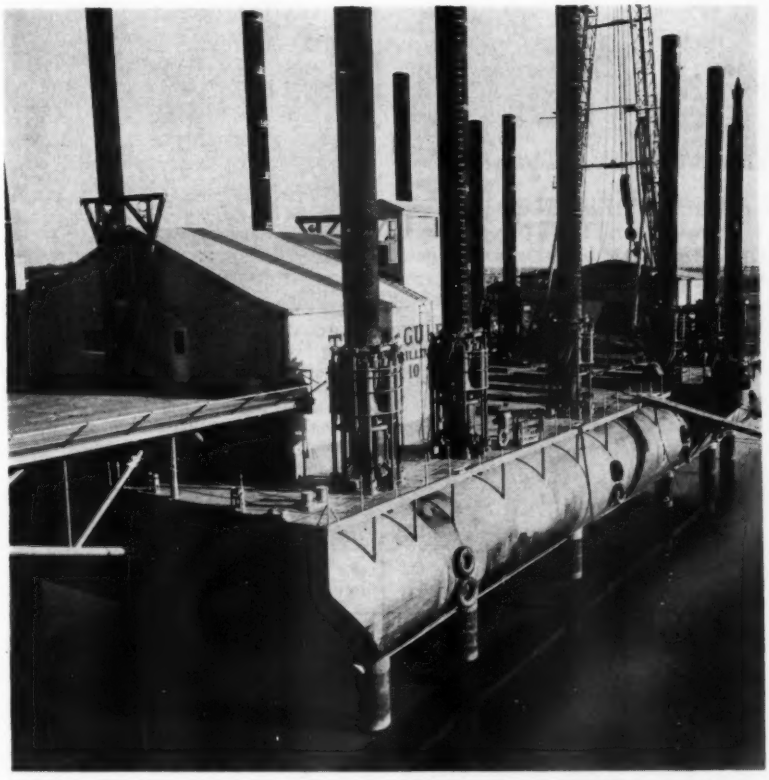
structural members, for added stability and strength. Tubular construction affords maximum strength with a minimum of internal bracing.

4) The location of all machinery, except drawworks, mast and substructure, in hull chambers between the outside tubes.

Gross weight of the unit, fully loaded and including the twelve 212-foot steel legs, is approximately 4200 tons.

A 60-foot by 65-foot helicopter platform, large enough to accommodate even the big Sikorsky S-55's, is cantilevered off the bow of the barge.

Advanced marine design, coupled with the flexibility of diesel-electric power, makes **Rig No. 10** one of the most modern and efficient drilling rigs afloat.



RIG NO. 10, shown outfitting for its first offshore location, was built by Port Houston Iron Works of Houston, Texas, to the design of William H. Flynn, Trans-Gulf vice-president. Note marine features of bow, fully cantilevered heliport, hydraulic jacks that raise and lower unit on 212-ft. steel legs.

Operation . . . Trans-Gulf's **Rig No. 10** is towed to location as a barge, then quickly transformed into a stationary platform. The twelve steel caissons, set in wells along the sides of the hull, are lowered to the ocean floor. Then by means of hydraulic slip-jacks, which can raise the rig's massive bulk at the rate of one foot per minute, the hull climbs the caissons, or legs, to the proper level above the waves.

To move, the operation is simply reversed and the platform floated to the next location.

The jacking system . . . The hydraulic jacking system aboard **Rig No. 10** not only raises and lowers the barge hull on the supporting steel caissons, but operates two ram-type jacks used to skid the mast and substructure to additional drilling locations while the barge remains stationary. The low pressure side of the system operates the salt water reel, as well.

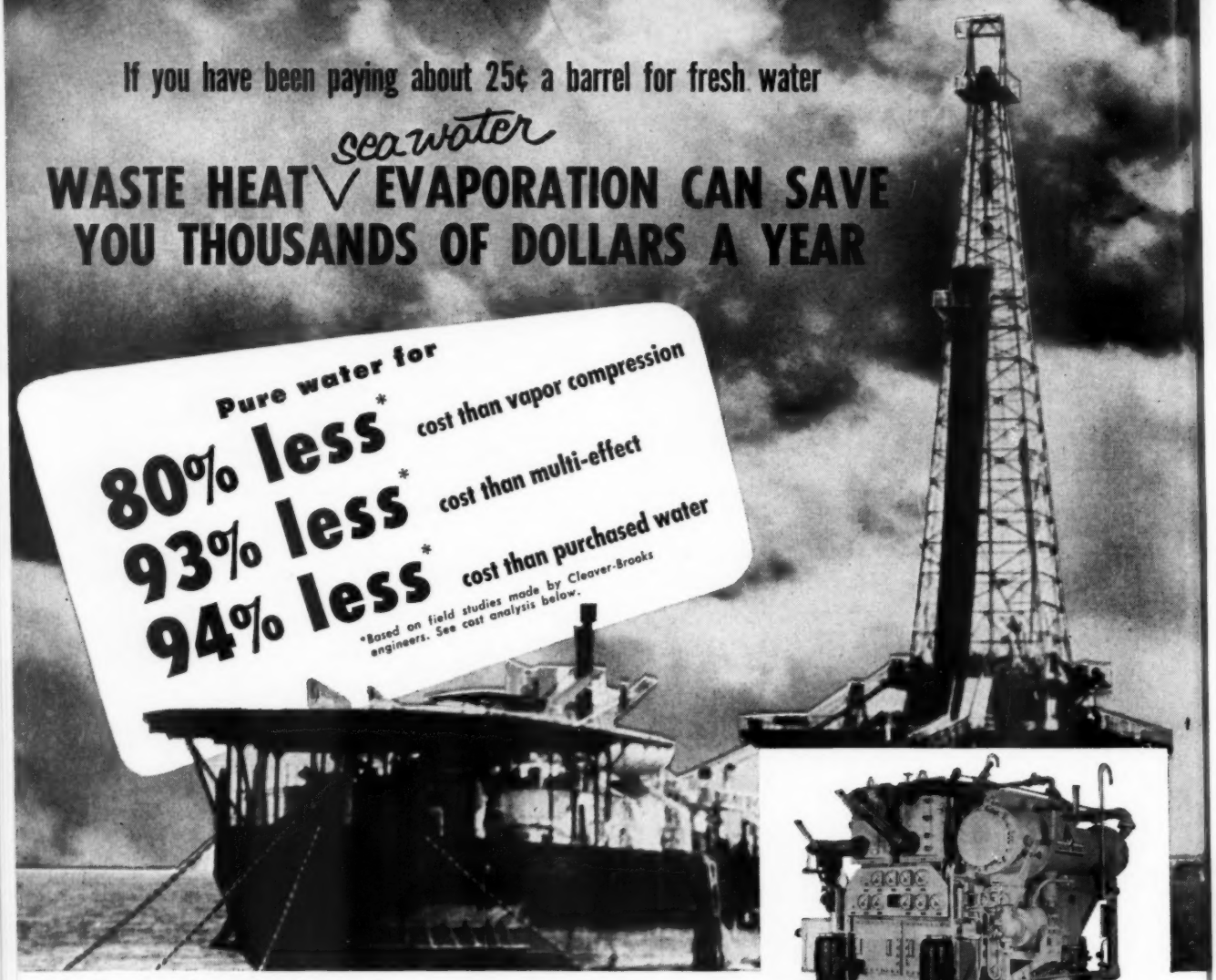
The hydraulic jacking system was designed and built especially for the Trans-Gulf barge by Joe Stine, Inc., of Houston *(See separate article, this section)*. Four hydraulic units, each with its own motor and pumps, power the system. The jacks are similar to other successful Joe Stine marine oilfield applications, such as the spud-jacks aboard Mene Grande's **Barge 72** *(See Offshore, Feb., 1956, p. 57-58)*, which is now operating in Venezuela's Lake Maracaibo.

Safety feature . . . The jacks are the critical point in the structural

(continued on page 49)

If you have been paying about 25¢ a barrel for fresh water

WASTE HEAT ∨ seawater EVAPORATION CAN SAVE YOU THOUSANDS OF DOLLARS A YEAR


Pure water for
80% less* cost than vapor compression
93% less* cost than multi-effect
94% less* cost than purchased water
*Based on field studies made by Cleaver-Brooks engineers. See cost analysis below.

Cleaver-Brooks helps you convert waste diesel heat to working energy

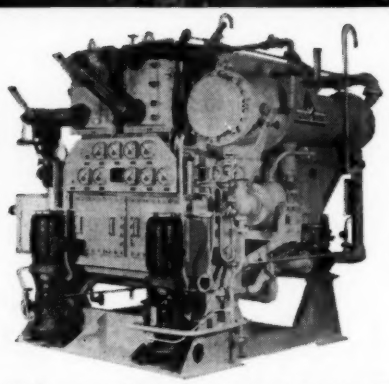
FIELD checks show that compared with the three commonly used methods of producing fresh water on board drill rigs, barges and tenders—waste heat evaporation *costs you practically nothing.*

Based on the chart below, operational daily costs per 685 barrels can be trimmed as much as 94%, if you're now buying fresh water. Add to this the all-important fact that low-pressure operation of Cleaver-Brooks waste heat evaporators *practically eliminates scale formation* and drastically cuts expensive downtime.

The latent power of waste diesel heat is a hidden asset worth investigating. Models available to deliver fresh water at rates of 300 gph to 2100 gph. We invite your inquiries. Write today for complete information. Cleaver-Brooks Company, Special Products Division, 225 Grand Ave., Dept. 048 Waukesha, Wisconsin, U.S.A., Cable Address: CLEBRO—Waukesha—all codes.

Cleaver Brooks®

BUILDERS OF EQUIPMENT FOR THE GENERATION AND UTILIZATION OF HEAT AND POWER



Here's how waste heat goes to work for you: (1) Hot water from diesel's cooling system circulates through engine cooling heat exchangers — carrying sea water. (2) Heat is transferred to the sea water. (3) As sea water flows into the evaporator vacuum chamber, part of it "flashes" to steam because of lower pressure . . . is then condensed on cooling coils. (4) Thus, fresh water is produced at rates depending on evaporator size and available diesel power.

Waste Heat Evaporators vs. Vapor Compression vs. Multiple Effect vs. Purchased Water

ITEM	UNIT PRICE	Typical Cost/1000 gal H_2O Waste Heat	Vapor Compression	Multi-Effect	Purchased
Diesel Fuel	@ 10.6¢/gal	$0.00	48¢	$4.80	
Electricity for pumps	@ 1¢/kw	20¢	1¢	14¢	
Lubricating Oil	@ 77¢/gal	½¢	6¢	½¢	
Acid for Descaling	@ 50¢/gal	½¢	20¢	½¢	
Maintenance and Repairs	Based on Field Experience	2¢	18¢	2¢	
Operational Labor	@ $2.50 hr	10¢	85¢	75¢	
Operational Costs (1000 gal)		33¢	$1.78	$5.72	
Operational Costs (barrel)		1½¢	7½¢	24¢	25¢
Operational Daily Costs (685 barrels)		$10.28	$51.38	$164.40	$171.25

Design and Operation . . .

(continued from page 47)

strength of the drilling barge. But with as many as four of the jacks out of commission, the remaining eight will support the barge.

The barge is designed to withstand hurricane seas and winds up to 120 mph.

Skid jacks . . . The 143-foot Ideco Full-View mast with 30-foot leg spread skids with the drawworks and substructure to allow the drilling of multiple wells without changing the barge location. The system was designed by Ideco engineers in cooperation with William H. Flynn, the barge designer, and Joe Stine. The system utilizes Joe Stine hydraulic jacks and an Ideco gripper head of a new type that eliminates notches in the main skid beam.

A 36-foot lateral movement allows the mast and substructure to be skidded completely away from the slot, on to the main deck.

Caissons . . . Trans-Gulf's **Rig No. 10** is supported on location by twelve tubular steel legs, or caissons, each 48-in. in diameter and 212 feet long. The lower end of the legs contains a reinforced shoe which protects the leg against possible damage from a coral or rock bottom.

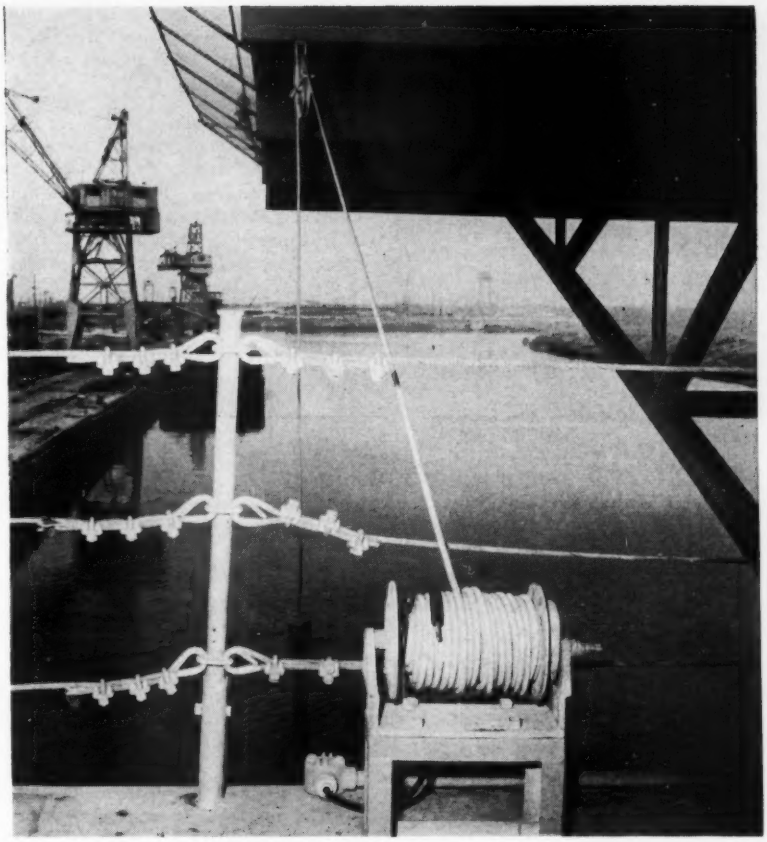
The caissons were fabricated in Tulsa by McNamar Boiler & Tank Co., and shipped by rail to Houston for final assembly.

Anchoring system . . . The anchoring system is made up of two 4000-lb. stern anchors and a 6000-lb. bow anchor, from Baldt Anchor, Chain & Forge Division of the Boston Metals Company.

Anchor winches used to position the barge on location were supplied by MacMab, Inc., of Houston.

Material handling . . . A 30-ton diesel-driven Unit Mariner crane, supplied by Boehck Engineering Company of Houston, is cantilevered off the port deck to unload supplies from vessels tied alongside. The crane operator has full vision into the vessel being worked. A 15-ton Unit crane, also supplied by Boehck, is mounted on the starboard side of the main deck.

Phone system . . . Communications aboard **Rig No. 10** allows full control of all operations from one central point. In addition to an eight-channel ship-to-shore radiotelephone, and an FM unit for inter-company communications use and Coast Guard broadcasts. **Rig No. 10** has a system of 18 phones connecting each part of the barge to a central control tower and to all other phone stations.

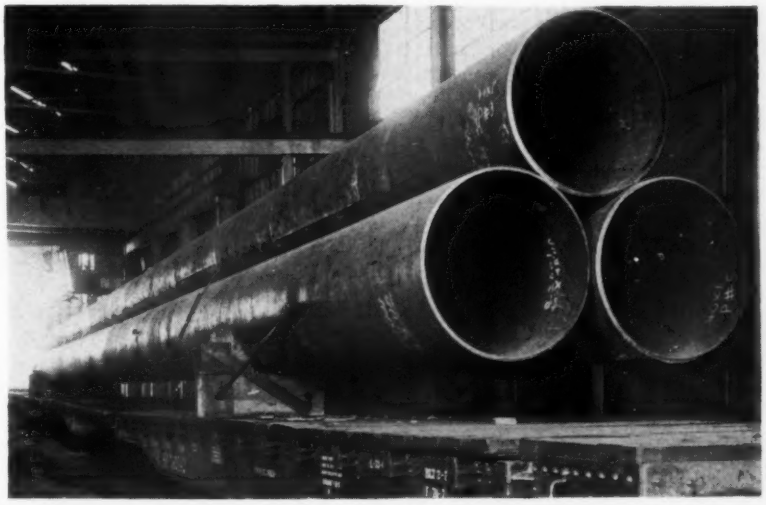


Cathodes for corrosion protection are suspended from cables, as shown above, instead of being fixed to spud legs. System was designed and installed by Cathodic Protection Company of Houston.

On deck there are four phone stations in the crew's quarters, an explosion-proof phone at the toolpusher's station on the drilling platform, one at each of the four deck jack-control stations, and a phone at each anchor winch for use during spotting operations.

Below deck there is a phone at the main engine room control panel, one in the ac panel room, one in the bulk mud area, one at the ce-

(continued on page 50)



Massive steel legs, above, were fabricated in Tulsa by McNamar Boiler & Machinery Works, shipped by rail to Houston for assembly.

Design and Operation . . .

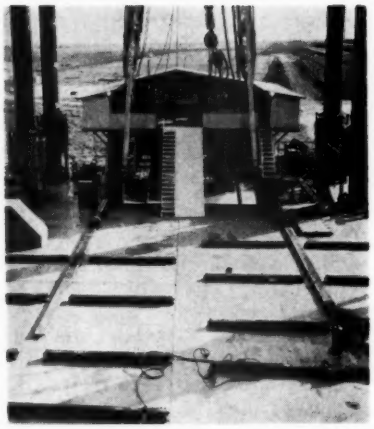
(continued from page 49)

menting unit, and an explosion-proof phone at the active mud pits.

Corrosion protection . . . A cathodic protection system, designed and installed by the Cathodic Protection Company of Houston, is used to combat corrosion of the spuds during drilling operations. Four cathodes are hung from the bow of the barge directly beneath the heliport. The cathodes are raised and lowered on lines attached to reels, instead of being permanently attached to the spuds themselves. This adjustable system allows for exact positioning of the cathodes regardless of water depth.

Distillation units . . . Aboard **Rig. No. 10** is a Cleaver-Brooks waste heat evaporator, from Cleaver-Brooks Company, Special Products Division, Waukesha, Wisconsin. The distillation unit produces 400 bbls. daily of fresh water from sea water.

Basic steel . . . L. B. Foster Company, of Houston and Pittsburgh, furnished basic plate and tubular steel.



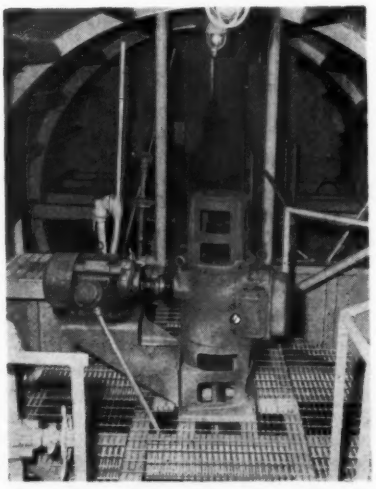
Ideco Full-View Mast and derrick substructure may be skidded 36 feet along skid beams on main deck. Hydraulic jacks are operated off system that powers leg jacks.

Storage . . . Storage space is provided aboard Trans-Gulf's **Rig No. 10** for 800 bbls. of active mud, 800 bbls. of reserve mud, and 8100 sacks of dry mud. Dry mud storage includes 3100 sacks in three tanks, 3000 sacks in bags, and 2000 sacks in cans.

Quarters . . . **Rig No. 10** has fully air-conditioned quarters for 42 men, and operates with a 6-man drilling crew, plus toolpusher, welders and catering personnel. The men work 12-hour shifts, with ten days on and five days off.

Quarters are completely finished in mahogany paneling, except for the recreation lounge which is in birch.

Catering . . . Contract feeding and housekeeping aboard Trans-Gulf's **Rig No. 10** will be supplied by Foods and Services, Inc., marine oilfield catering firm with headquarters in Houma, Louisiana.



View inside perimeter tube shows mud tanks, mixers, bulkhead that serves as structural member. All liquid storage is located in tubes.

Dallas Rupe & Son, Inc.

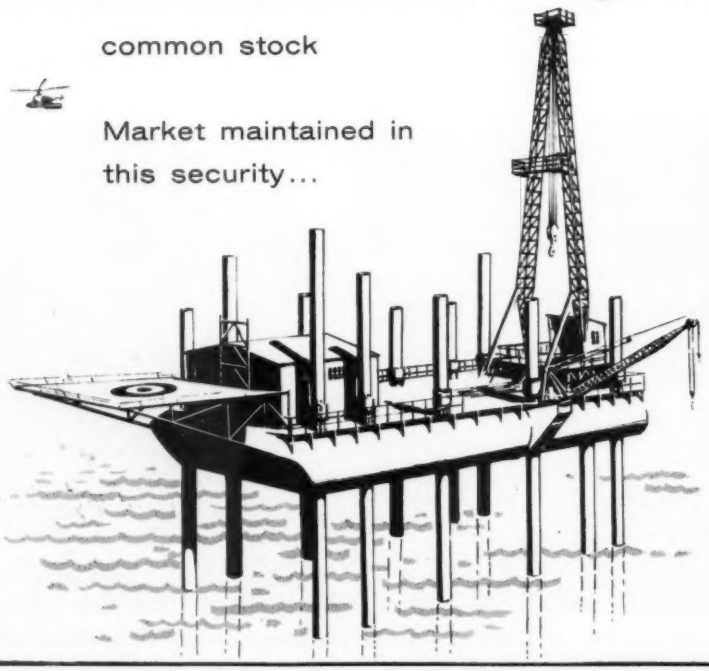
MEMBER
New York Stock Exchange
American Stock Exchange (Associate)
REPUBLIC BANK BUILDING, DALLAS, TEXAS

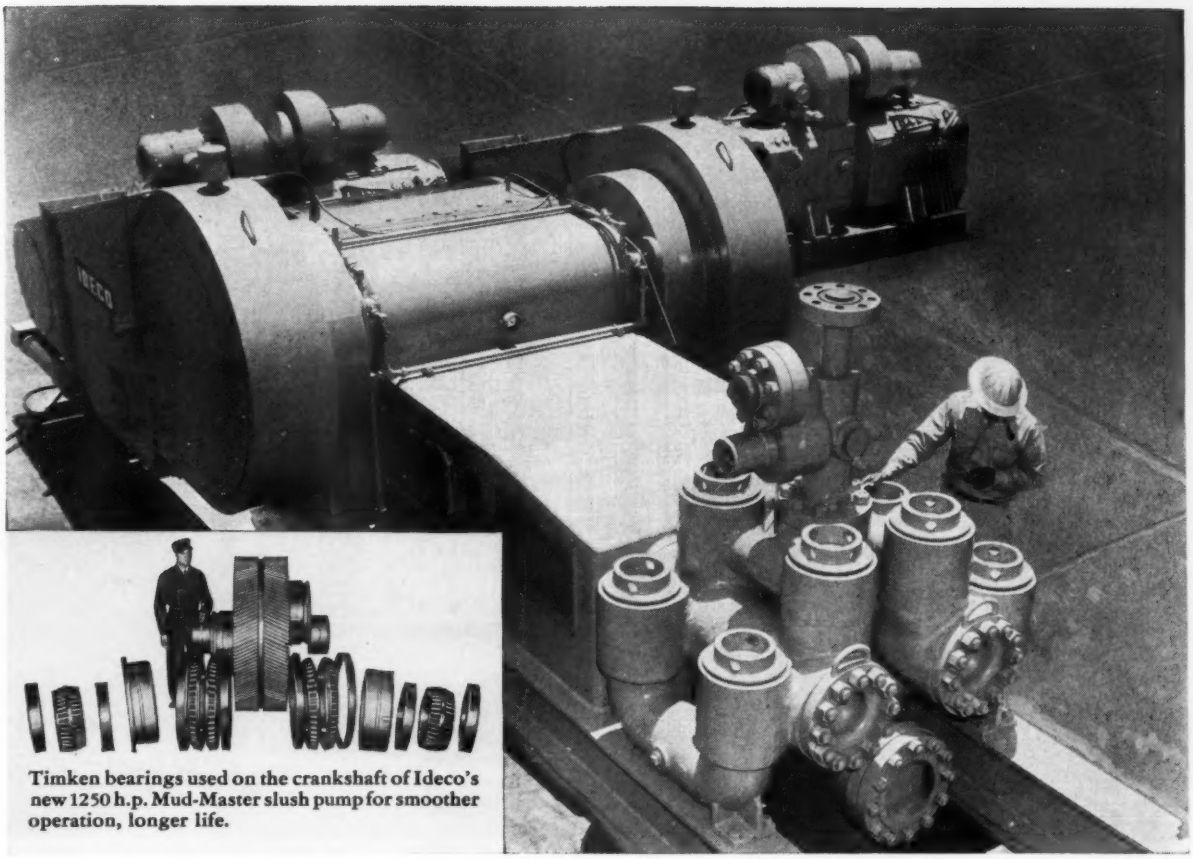
principal underwriter of

Trans-Gulf Offshore Drilling, Inc.

common stock

Market maintained in this security...





Timken bearings used on the crankshaft of Ideco's new 1250 h.p. Mud-Master slush pump for smoother operation, longer life.

New pump meets any mud circulation problem with TIMKEN® bearings for longer life and minimum maintenance

THIS new 1250 h.p. Mud-Master slush pump built by Ideco meets the increasingly heavy hydraulic requirements of deep oil well drilling. Because it's designed for sustained trouble-free operation under highest pressure conditions, Ideco engineers equipped its entire crankshaft assembly with Timken® tapered roller bearings.

Makers and users of rugged oil-well equipment specify Timken bearings because they provide long life with minimum maintenance. Because of their tapered construction, Timken bearings take both *radial and thrust loads,* or any combination. And full line contact between rollers and races gives them load-carrying capacity to spare. They hold the crankshaft in rigid alignment, minimize deflection and end-play that wear down related parts. And Timken bearings take shock loads, too. They're case-carburized for hard, wear-resistant surfaces over tough, shock-resistant cores.

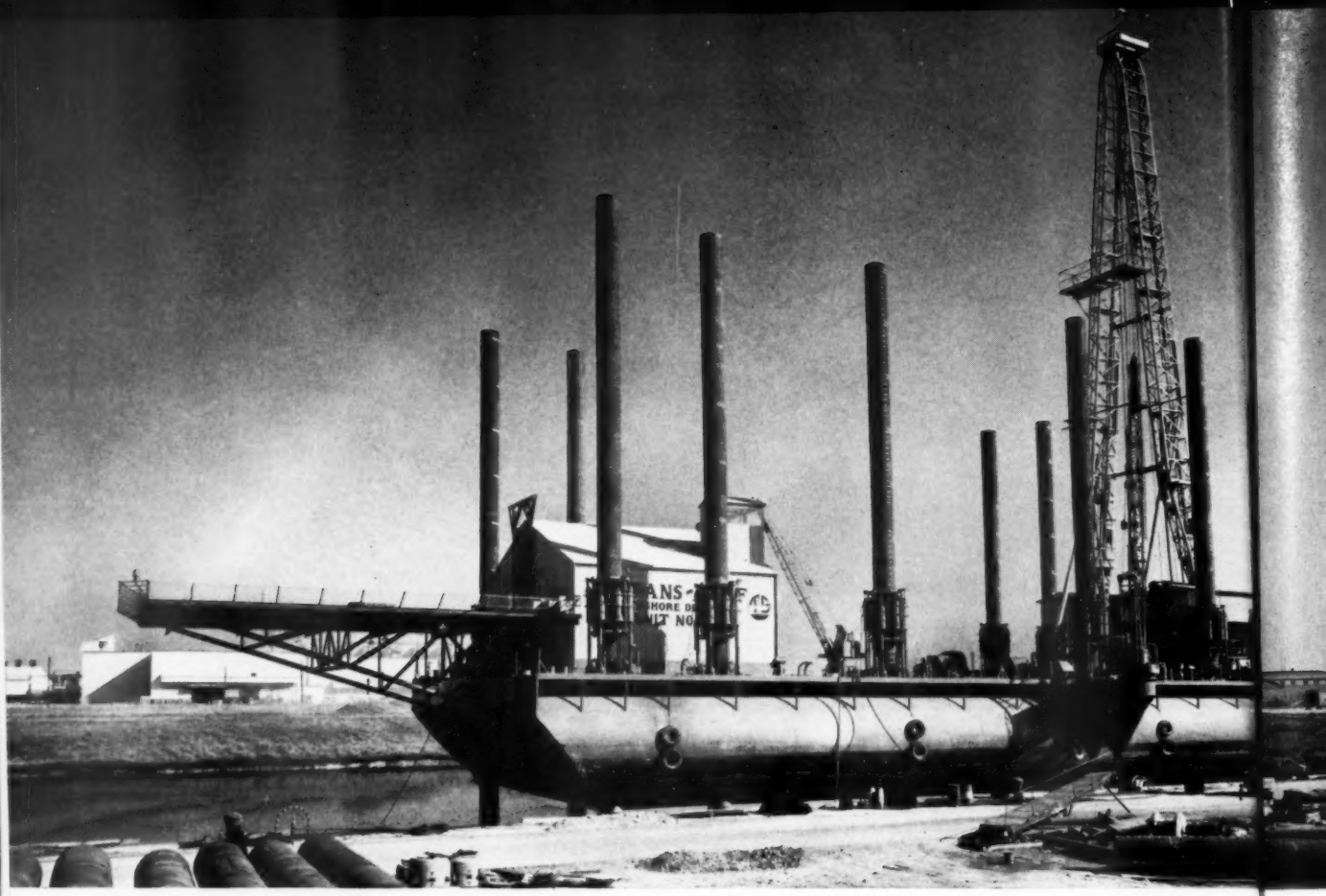
To get all these advantages for the machinery you buy or build, specify Timken tapered roller bearings. Always look for the trademark "Timken" on every bearing. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

This symbol on a product means its bearings are the best.

TIMKEN

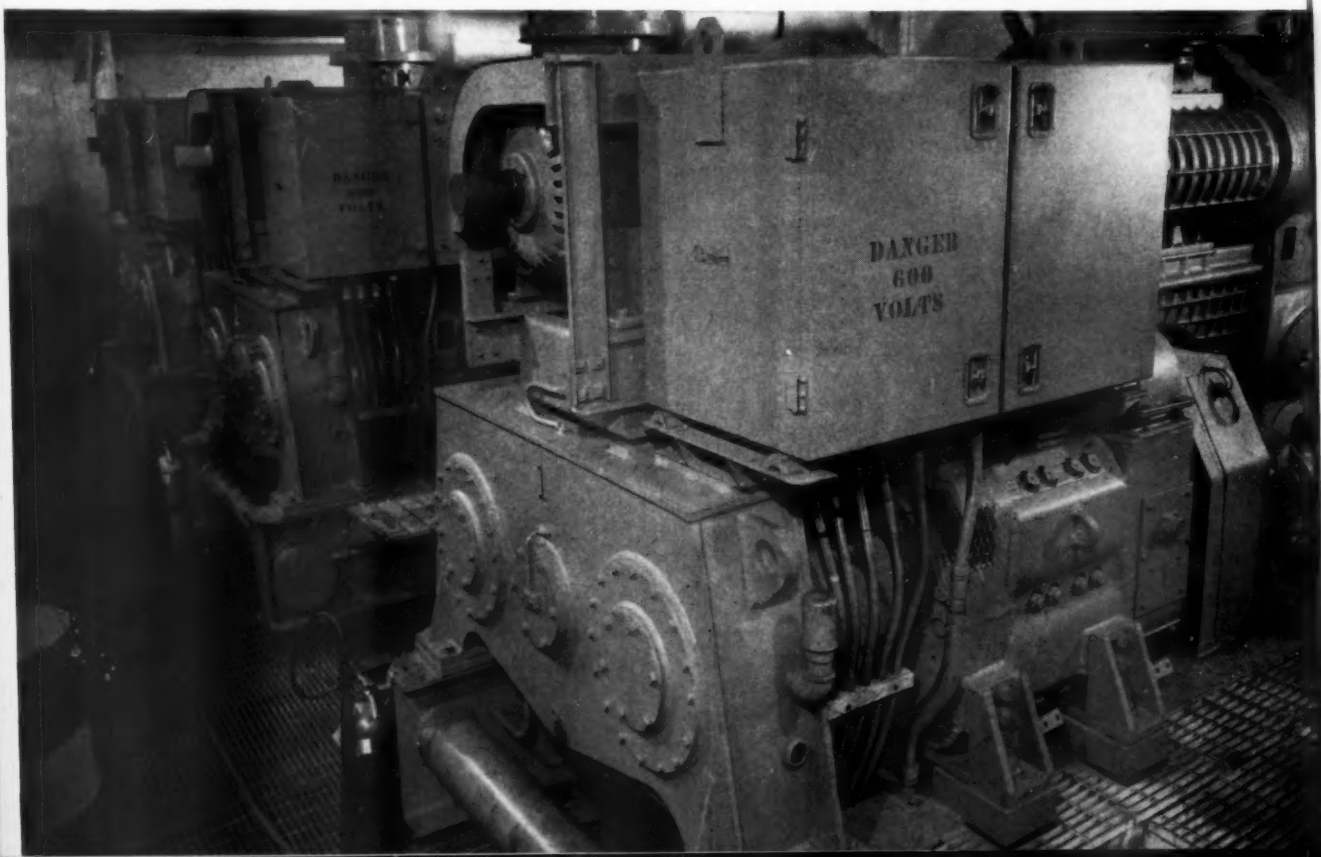
TRADE-MARK REG. U. S. PAT. OFF.

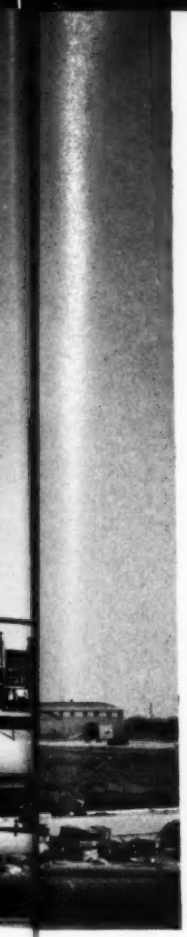
TAPERED ROLLER BEARINGS ROLL THE LOAD



The huge mast on Trans-Gulf's new mobile rig towers 143 feet above the deck. Hydraulically operated legs, each 210 feet long, permit drilling in 75 feet of water. A two-story crew quarters is located on the bow main deck.

Three Electro-Motive engine generator sets of 1000-hp are located in the hull which leaves the deck clear of power equipment. Mud pumps, each powered by two 625-hp electric drive motors are also located below deck.





TRANS-GULF RIG No. 10 is Electro-Motive Powered

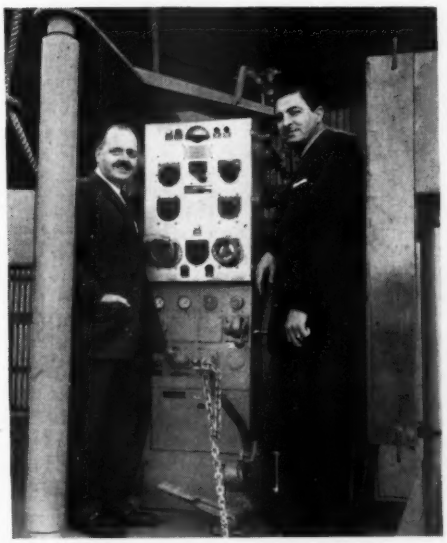
Trans-Gulf No. 10 ranks among the largest rigs in drilling capacity—25,000 feet. Yet, by offshore measurements it is very compact, a design that was accomplished by placing major power equipment in the hull. High cost deck space was held to a minimum without sacrifice of drilling efficiency or accommodations for the crew of forty-two. Deck measures only 87 by 185 feet.

In both control and design, Electro-Motive Power provided cost-saving answers for Trans-Gulf. The standardized components of this power system give complete freedom of equipment arrangement. Standardization also means simplified engineering. You have only *one* manufacturing responsibility for *both* electrical and mechanical components on installation and for service.

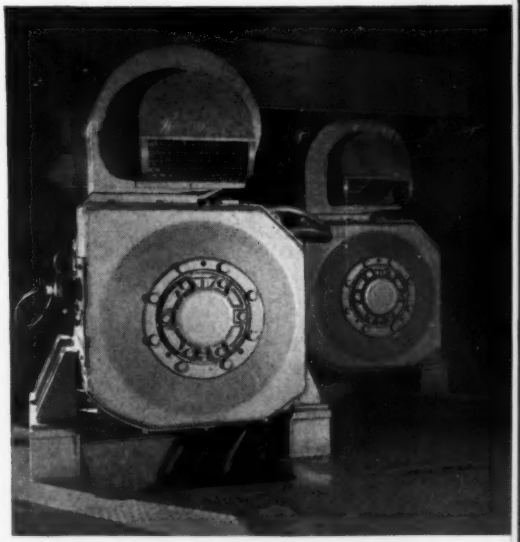
ELECTRO-MOTIVE DIVISION · GENERAL MOTORS

LA GRANGE, ILLINOIS • *In Canada:* General Motors Diesel Limited, London, Ontario

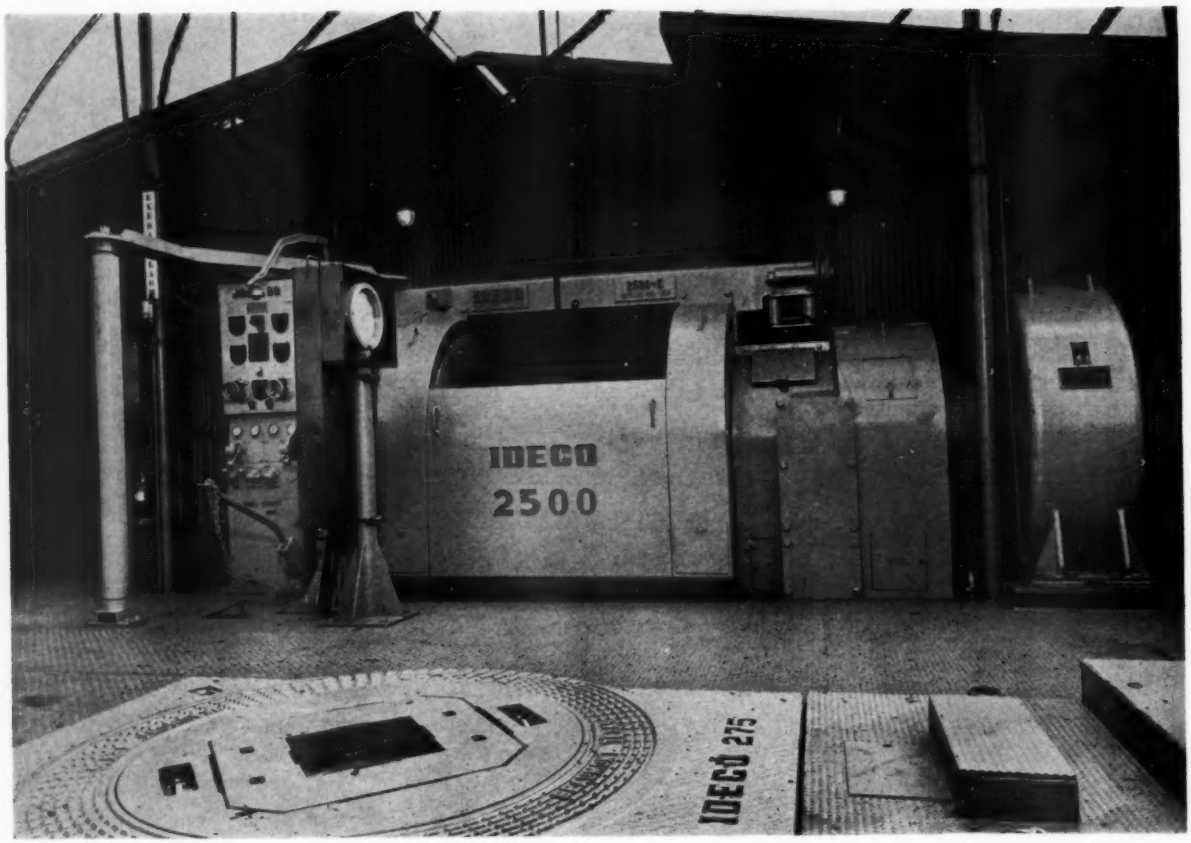
Petroleum industry sales offices: Dallas, Houston, Texas; New Orleans, Louisiana; Los Angeles, California



Inspecting the control console at the driller's station is William Flynn, (right), Vice President of Trans-Gulf. With him is Electro-Motive representative Art Hazell.



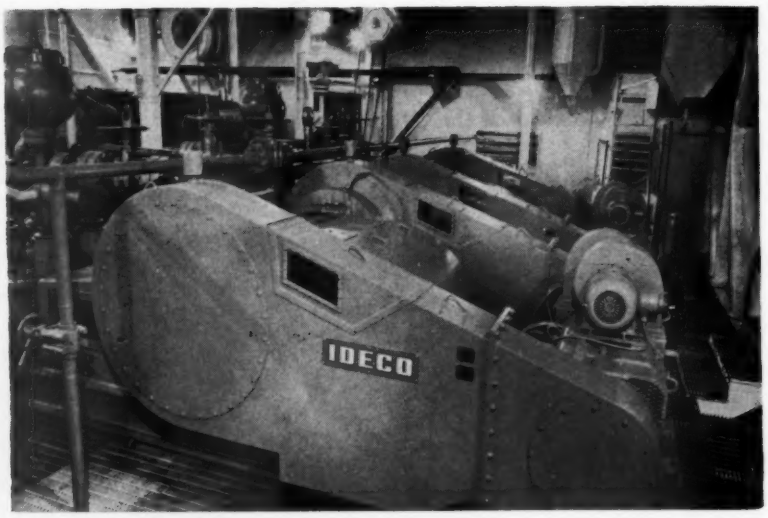
Two of the three 625-hp electric drive motors for the big 2500-hp IDECO draw works are shown in their mountings underneath the hoist. This unique arrangement conserves valuable deck space.



Ideco E-2500 drawworks is equipped with Foster catheads, Elmagco magnetic particle type auxiliary brake, Fawick clutches, and LeBus counterbalanced spooling for 1⅜-in. wire line. Ideco 27½-in. rotary, foreground, is independently powered by 625 hp motor.

What Rig No. 10 works with

Drilling Equipment



Ideco all-steel Mud-Masters feature double row Timken bearings, Falk-cut herringbone gears, Ideco-Walton mud pump valves, and two-piece threaded valve pot covers. Units are unusually light and compact for their high performance capabilities.

COMPLETELY equipped with Ideco drilling equipment, Trans-Gulf Offshore Drilling Company's **Rig No. 10** is capable of the deepest drilling now envisioned. Combining the flexibility of diesel-electric power with the versatility of the most modern drilling equipment afloat, the rig can drill below 20,000 feet.

With one of the largest drawworks, masts and mud systems available, the rig could conceivably drill to 25,000 feet.

The rig has these unusual features:

1) All machinery except drawworks, mast and substructure are

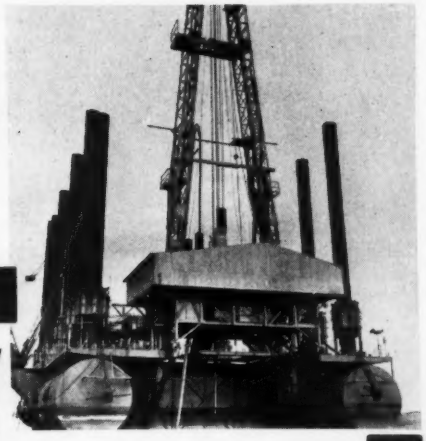
(continued on page 57)

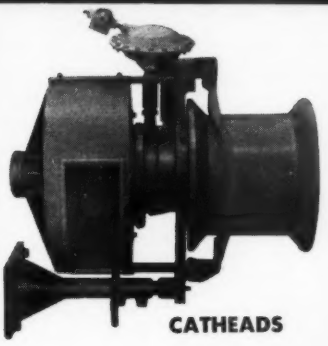
FOSTER CATHEADS

WERE SELECTED FOR

TRANS-GULF No. 10

Newest of the giant offshore drilling rigs

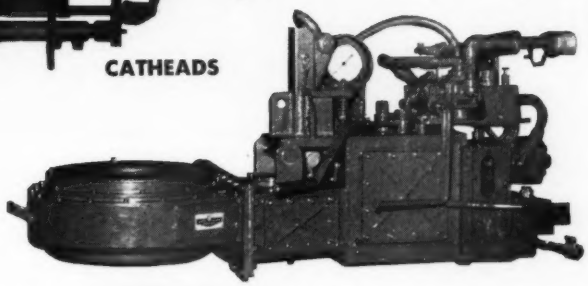




CATHEADS

WE'RE PROUD

We're mighty proud that Trans-Gulf Offshore Drilling, Inc., selected Foster Catheads for its giant new Unit No. 10. Trans-Gulf is one more industry leader to choose Foster Catheads for its biggest jobs. No wonder Foster sells more catheads than all other cathead manufacturers combined!



POWER TONGS

For the finest . . . ALWAYS choose Foster equipment for spinning and breaking out pipe! There's a Foster Cathead for every need . . . a Foster Power Tong for all jobs from rod stripping to 10¾" casing . . . Foster Tension Indicators to insure proper tightening . . . and Foster Tong Blocks to change line speed.

TENSION INDICATORS

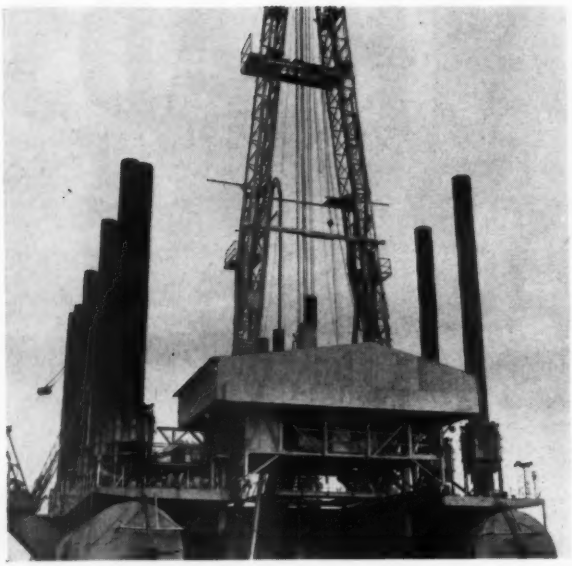
SPECIFY FOSTER EQUIPMENT WHEN ORDERING YOUR NEW RIG

TONG BLOCKS

Foster **CATHEAD COMPANY**

P. O. BOX 1351 WICHITA FALLS, TEXAS

2101 GRANT ST. PHONE 322-8653



Trans-Gulf uses REDA Submergible Electric PUMP for Offshore Drilling

Trans-Gulf Offshore Drilling Inc., uses Reda Submergible pumping equipment to provide water for such rig operations as mud mixing, rig washdown and fire protection.

The 20 H.P. Reda used in this application produces 570 g.p.m. against 100 feet head. Its corrosion-resistant construction assures long life and dependable service.

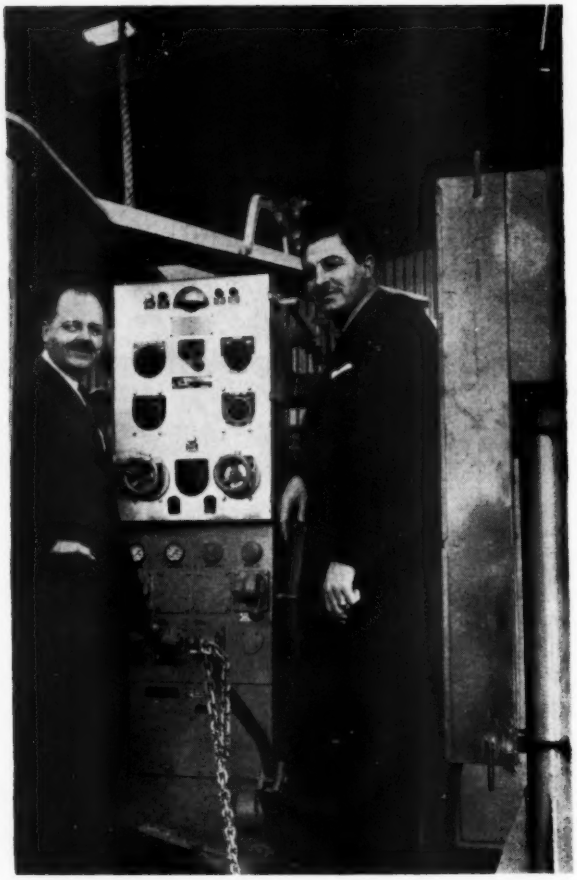
Reda Pump Company has over 35 years of experience in the manufacture of pumps handling corrosive liquids and offers a complete line of pumps:

- **⅓ to 250 H.P.**
- **For depths to 10,000 ft.**
- **Capacities to over 1000 g.p.m.**
- **High discharge pressures**
- **Ease of Installation**
- **Minimum Maintenance**

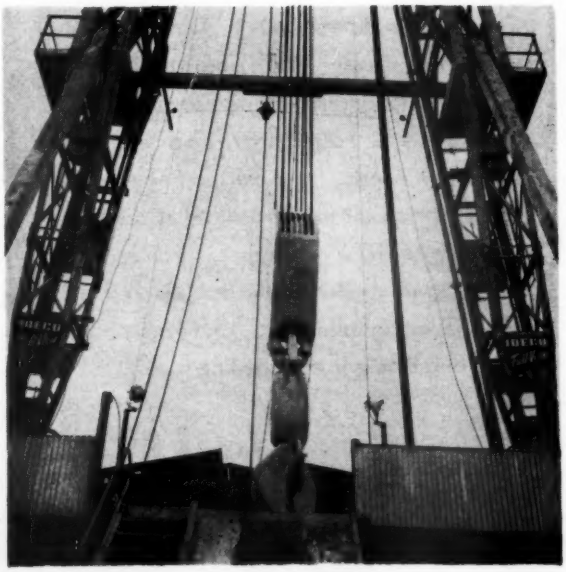
SIGN OF QUALITY SUBMERGIBLE REDA PUMPS

For additional information, contact your nearest Reda dealer, or write

REDA PUMP COMPANY
BARTLESVILLE, OKLAHOMA
World's Largest Manufacturer of Submergible Pumps for Oil, Brine, Water, Gasoline, Jet Fuel, Chemicals and LPG.



Art Hazell, Electro-Motive representative, and William H. Flynn, Trans-Gulf vice-president, stand at driller's console. Flynn designed RIG NO. 10. The mercury levelling system and control system for the hydraulic jacks were a part of basic design.



String-up aboard RIG NO. 10 includes Ideco 480-ton Big Shorty traveling block, 480-ton Hydraulic-Cushion hook, 500-ton "Tru-Line" swivel, and Ideco Rolling Disc Kelly Drive.

Drilling Equipment . . .

(continued from page 54)

located in the hull of the vessel.

2) The three electric motors powering the drawworks are mounted on a special machinery deck just under the drawworks. This arrangement not only conserves space on the derrick floor—but allowed nearly 30 feet to be chopped from the overall length of the barge in the blueprint stage.

Drawworks . . . A veteran of deep drilling, the Ideco E-2500 double-drum drawworks has been proven on numerous offshore installations.

Spinning and breakout catheads on the E-2500 are from Foster Cathead Company of Wichita Falls, Texas. The main drum barrel is 34-in. in diameter by 57-½-in. long, and has LeBus counterbalanced spooling for 4,700 feet of 1-⅜-in. wire line. The large size of the barrel reduces the number of line cutbacks, thereby prolonging the life of the wire line.

The drawworks is equipped with triple 3⅛-in. chain to the main drum, and double 2-in. chain to the sandline drum. The precision, heavy-duty chain, from Chain Belt Company of Milwaukee, is lubricated by filtered oil under pressure.

By combining two transmission speeds with the high and low drum clutches, the rig has four hoisting speeds to main drum or to sandline drum.

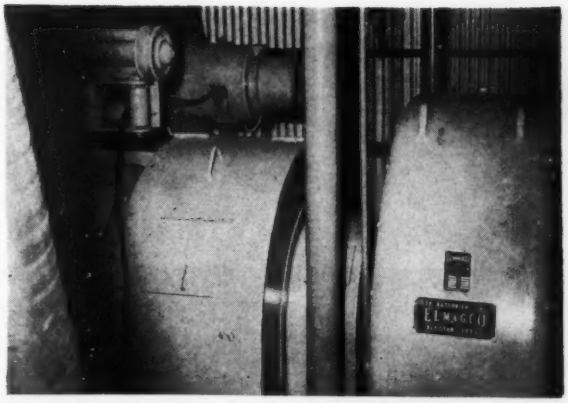
The main drum and sandline drum, as well as the rotary, are equipped with Fawick clutches from the Fawick Airflex Division, Fawick Corporation, Cleveland.

Main drum brakes . . . The main drum brake rims are 58-in. in diameter, fully enclosed and water-cooled and 10-½-in. across the face, with 10-in. wide brake blocks. Brake linings are from Standco Brake Lining Company of Houston.

Auxiliary brake . . . The Ideco E-2500 drawworks is equipped with an Elmagco MPW (magnetic particle water-cooled) brake with drill feed control. Connected to the drawworks drum shaft, it allows the drill string to be lowered under control or stopped and held in one position. The weight of the bit can be controlled accurately. The brake has been used on casing strings weighing as much as 753,000 pounds, and is manufactured by The Baylor Company of Houston.

Sandline drum . . . The sandline drum is 15-in. in diameter by 51-½-in. long. Brake rims are 42-in. in diameter and 8-½-in. across the

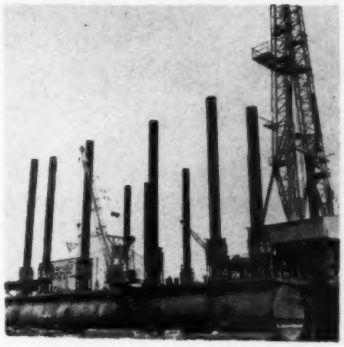
(continued on page 61)

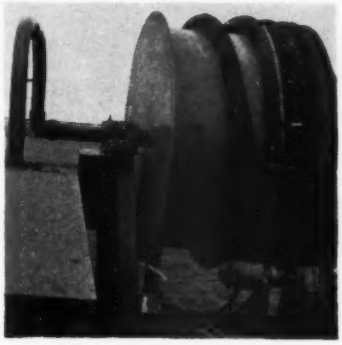


Drawworks end showing Foster cathead, Elmagco magnetic particle type auxiliary brake.

the problem:

To give Trans-Gulf Unit No. 10 a dependable raw water supply of 500 gal/min (minimum), against a total head of 100 feet of water . . . raw water that is absolutely essential for the operation of the multi-million dollar drilling rig.





the solution:

a REDA submergible pump

supplied by

S&N PUMP COMPANY

The idea of mounting a submergible pump on retractable, high pressure, flexible hose was hit upon, thus making for speedier rig moving operations, minimum down time and maximum safety in rough weather.

To meet the rigid requirements of dependability and performance for the installation, the REDA type 2J400, a 20 hp, 2-stage submergible was selected. In fact, the REDA 2J400 exceeded the exacting standards.

But a good pump needs an equally good distributor. And S&N PUMP COMPANY filled the bill.

Working closely with Trans-Gulf and IDECO personnel, S&N lent valuable advice and services to perfect the unusual installation . . . Let REDA pumps and S&N service meet your particular pumping needs, too.

Pumps Our Specialty

S & N PUMP COMPANY HOUSTON

Service Our Motto

S&N PUMP COMPANY

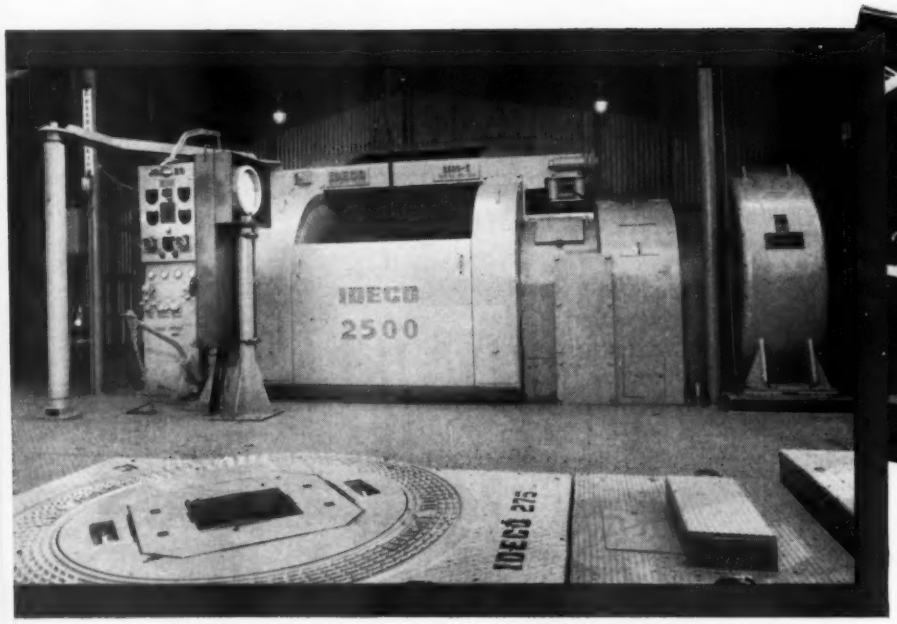
4412 Old Yale

Phone OX 2-1798
OX 4-8411

HOUSTON 18, TEXAS

IDECO equips powerful

BIG *PULL* AT THE HOOK



2500 h.p. Electric Rig, teamed up with all-steel 1250 h.p. Mud-Master Pumps gives top capacity

BIG *PULL* AT THE HOOK, another way to express the deep drilling capacity of Trans-Gulf Rig 10, is supplied by Ideco's power-packed E-2500 drawworks. Its single line pull of more than 110,000 pounds, multiplied by lines strung to the Ideco 480-ton traveling block, and supported by Ideco's million-pound capacity Full-View mast gives this new offshore giant capacity-*plus* for the deepest drilling yet envisioned. Trans-Gulf travels first-class, too, with Ideco's 480-ton separate hook with its built-in hydraulic cushion to prevent stand bounce, and Ideco's 500-ton Tru-Line swivel with engineered balance and big long-life Timken main bearing.

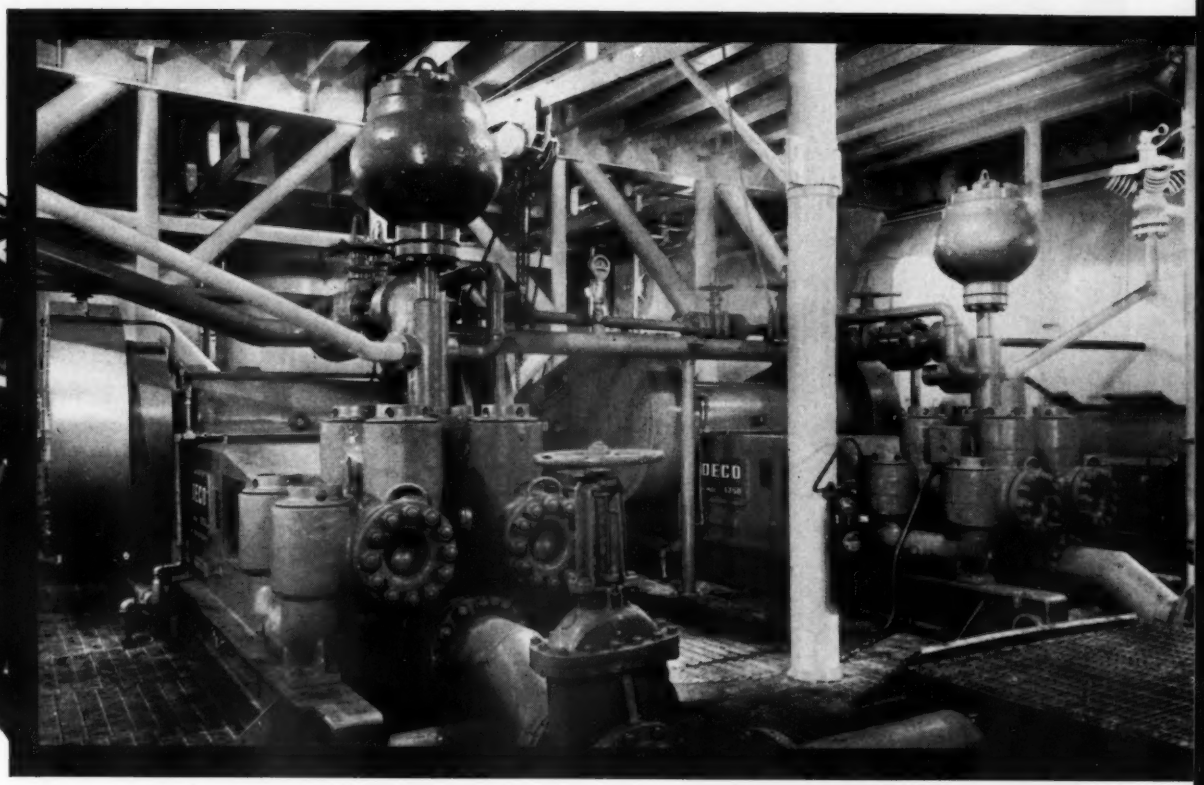
You see the

1ST OF IDECO'S Big 10 ON Rig 1

Watch for further announcements

new Trans-Gulf Rig 10 for...

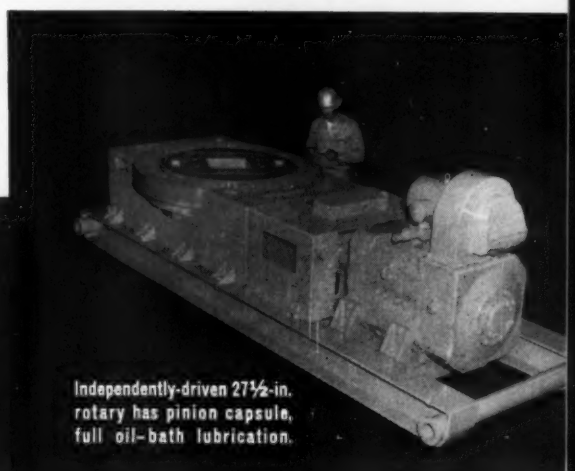
BIG *PUSH* FROM *the* PUMPS



BIG *PUSH* FROM THE PUMPS, another way to express the *fast* drilling capacity of Trans-Gulf Rig 10, is supplied by two Ideco all-steel 1250-h.p. Mud-Master slush pumps. With one-piece fluid ends tested to 9,000 p.s.i. these advance design pumps deliver unsurpassed volumes and pressures so important in modern jet-bit, large hole, and deepest drilling. Streamlined passages in the pump fluid ends, smooth turns in discharge lines, and super-diameters all the way down to the bit maintain this high hydraulic efficiency.

TURNING TO THE RIGHT is a smooth, reliable operation on Rig 10 with Ideco's 27½-inch streamlined oil-bath rotary table — first choice the world over, and the new Ideco Rolling-Disc Kelly Drive with exclusive kelly-saving features.

OFFSHORE, INSHORE, ONSHORE, wherever you operate, there is an Ideco rig designed to fit your needs exactly. Be sure you include an Ideco proposal in your plans.



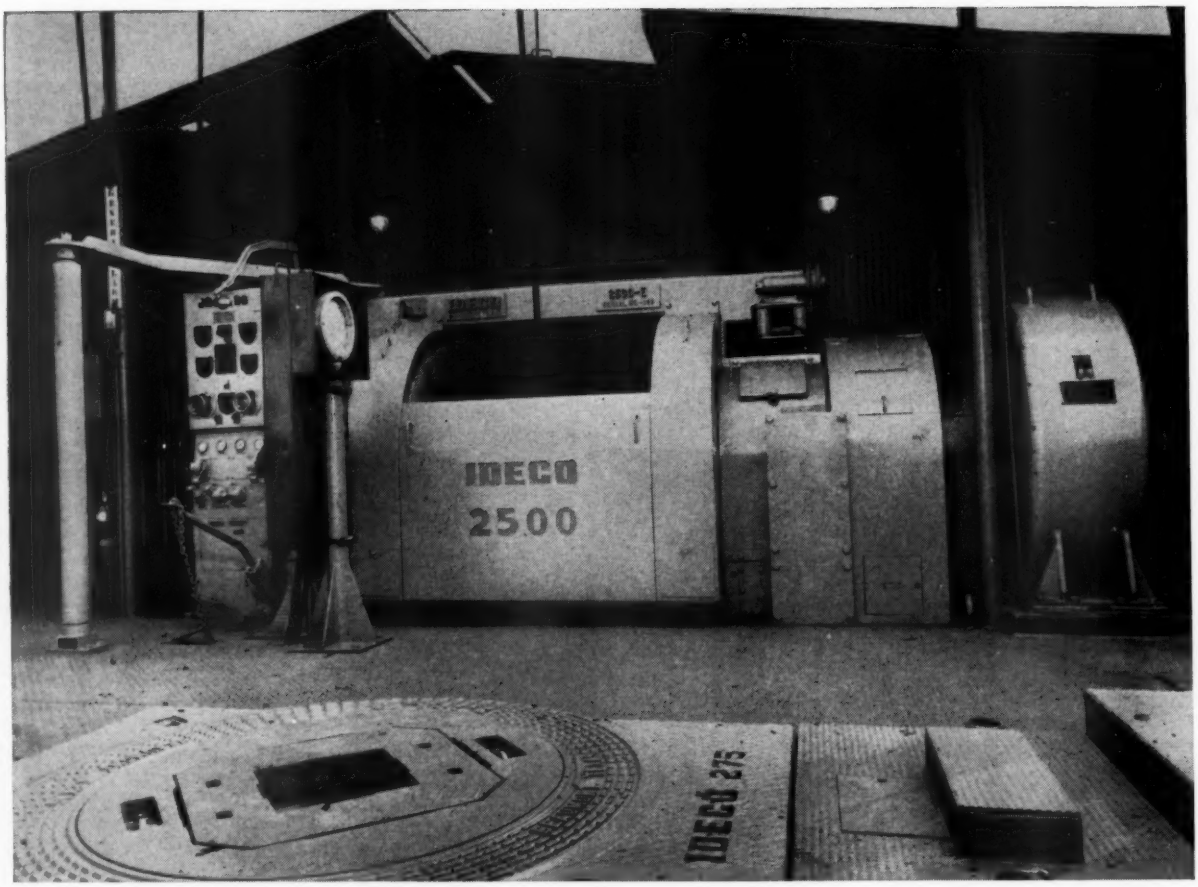
Independently-driven 27½-in. rotary has pinion capsule, full oil-bath lubrication.

IDECO

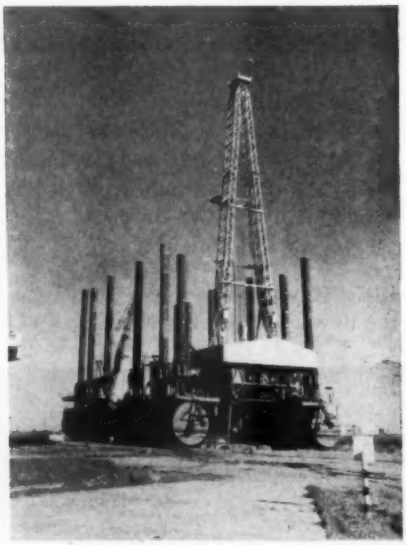
ONE OF THE DRESSER INDUSTRIES

POST OFFICE BOX 1331 · DALLAS 21, TEXAS

PETROLEUM EQUIPMENT AND SUPPLIES



On Trans-Gulf Rig No. 10... REX® for two reasons



There are two big reasons why you find Rex Oil Field Chains on Trans-Gulf Offshore Drilling Company's Ideco E-2500 rig.

First, CHAIN Belt has a complete line of oil field chains that assures the right chain for every service. In this case, it's Rex Offset Side Bar Roller Chains and Rex Roller Chains...the right combination to assure the dependable, economical service demanded in this rugged application.

Second, CHAIN Belt offers the built-in *plus values* that make Rex Oil Field Chains so superior in their ability to resist fatigue and wear...to cut down time to the minimum. For instance, the unique "glide-fit" design of Rex Roller Chains assures easy, fast coupling and uncoupling of the chain with *no sacrifice in chain life.* In Rex Offset Side Bar Roller Chain, the famous 3-diameter pin gives you these same basic advantages.

For complete information, see your supply store or write CHAIN Belt Company, 4628 W. Greenfield Ave., Milwaukee 1, Wisconsin.

CHAIN BELT COMPANY

Milwaukee 1, Wisconsin

Oil Field Offices: Dallas • Houston • Los Angeles • Odessa • Oklahoma City • New Iberia • New York
Export Offices: Milwaukee • New York

Drilling Equipment . . .

(continued from page 57)

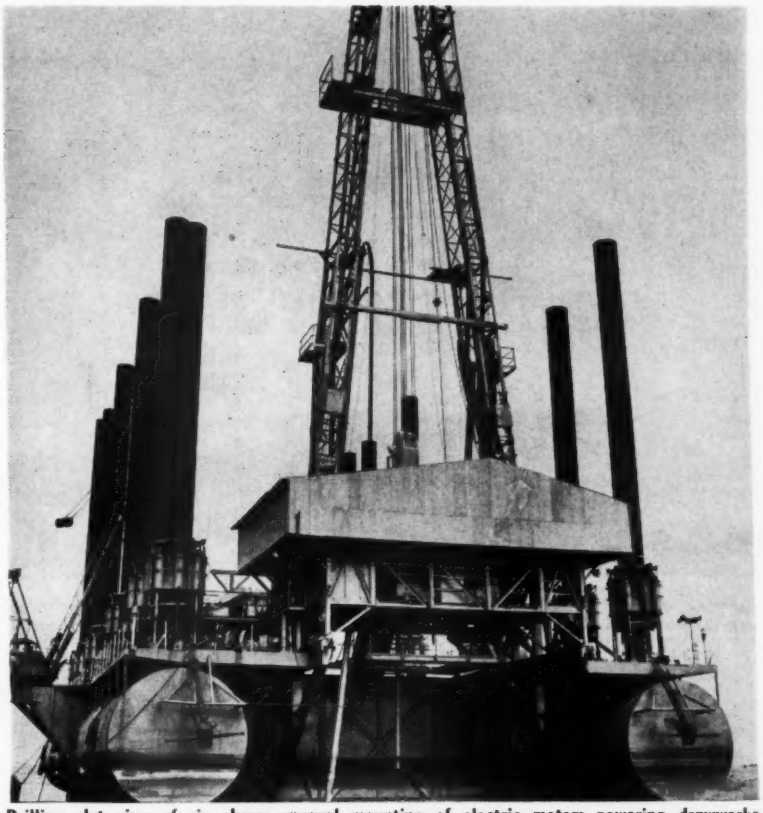
face, with 8-in. brake blocks. Capacity of the drum is 22,000 feet of 9/16-in. wire line.

Mast . . . The 143-foot Ideco Full-View Mast on Trans-Gulf's **Rig No. 10** is particularly suited to offshore rigs because of its high wind ratings, quick raising and lowering features, and high capacity.

The mast has a 30-foot leg spread, which gives extra wind stability ratings up to 130 mph, and provides additional work space on the working floor. Hook load capacity of the mast is 750,000 pounds with twelve lines strung, which is the equivalent of an API derrick capacity of more than one million pounds, and is sufficient to handle the longest drill strings offshore.

Raising and lowering of the mast is accomplished in a minimum of time due to the unique raising mechanism. The mast is actually pushed into the raised position by the raising legs attached to a permanently strung raising line. The traveling block is attached to the free ends of the raising lines, and as the block moves toward the crown, the raising legs push the mast into vertical position.

(continued on page 63)



Drilling slot view of rig shows unusual mounting of electric motors powering drawworks and rotary on specially-constructed deck just under derrick floor. Unit Mariner crane, left, is fully cantilevered from main deck to give crane operator unobstructed view into vessel being worked.

When it comes to MARINE SUPPLIES

. . . or any of dozens of essential items of Marine Supply . . . your best source is Texas Marine & Industrial Supply Company.

AGENTS AND DISTRIBUTORS FOR:

Annin & Co.—Flags
Atlantic-Pacific Mfg. Co.—Life Preservers—Balsa Life Floats
Beebe Bros.—Winches—Hand Hoists
Beryllium Corp.—Non-Spark Safety Tools
Cannon Mills Co.—Sheets, Pillow Cases, Towels
Carlisle & Finch Co.—Searchlights
Chelsea Clocks Co.—Marine Clocks
The Dampney Co. of America—Apexior
Danforth Company—Anchors
Garlock Packing Co.—Marine Packing
H. S. Getty & Co.—Marine Hardware
Gross Mechanical Labs.—Hand and Electric Toilets
International Paint Co.—Heavy Duty, Interlux Yacht Paint
Kahlenberg Bros.—Marine Air Horns
Kilgore, Inc.—Life Boat Equipment—Signal Flares
Lucian Q. Moffitt, Inc.—Goodrich Rubber Cutless Bearings
W. W. Patterson Co.—Steamboat Ratchets
Perkins Marine Lamp & Hardware Co.—Marine Lamps and Hardware
Portable Light Co.—Searchlights
Russell-Stoll Co.—Marine Electrical Fittings
St. Louis Cordage Mills—American Brand Manila Rope
Steber Mfg. Co.—Cargo Lights
United States Rubber Co.—Mechanical Rubber Goods
Walworth Co.—Valves, Pipe Fittings
Elisha Webb & Son Co.—Webb Perfection Oil Ranges
Wilcox Crittenden Co.—Marine Hardware

TEXAS MARINE & INDUSTRIAL SUPPLY COMPANY

Wholesale Marine and Industrial Supplies
8106 Harrisburg Blvd., Houston, Texas

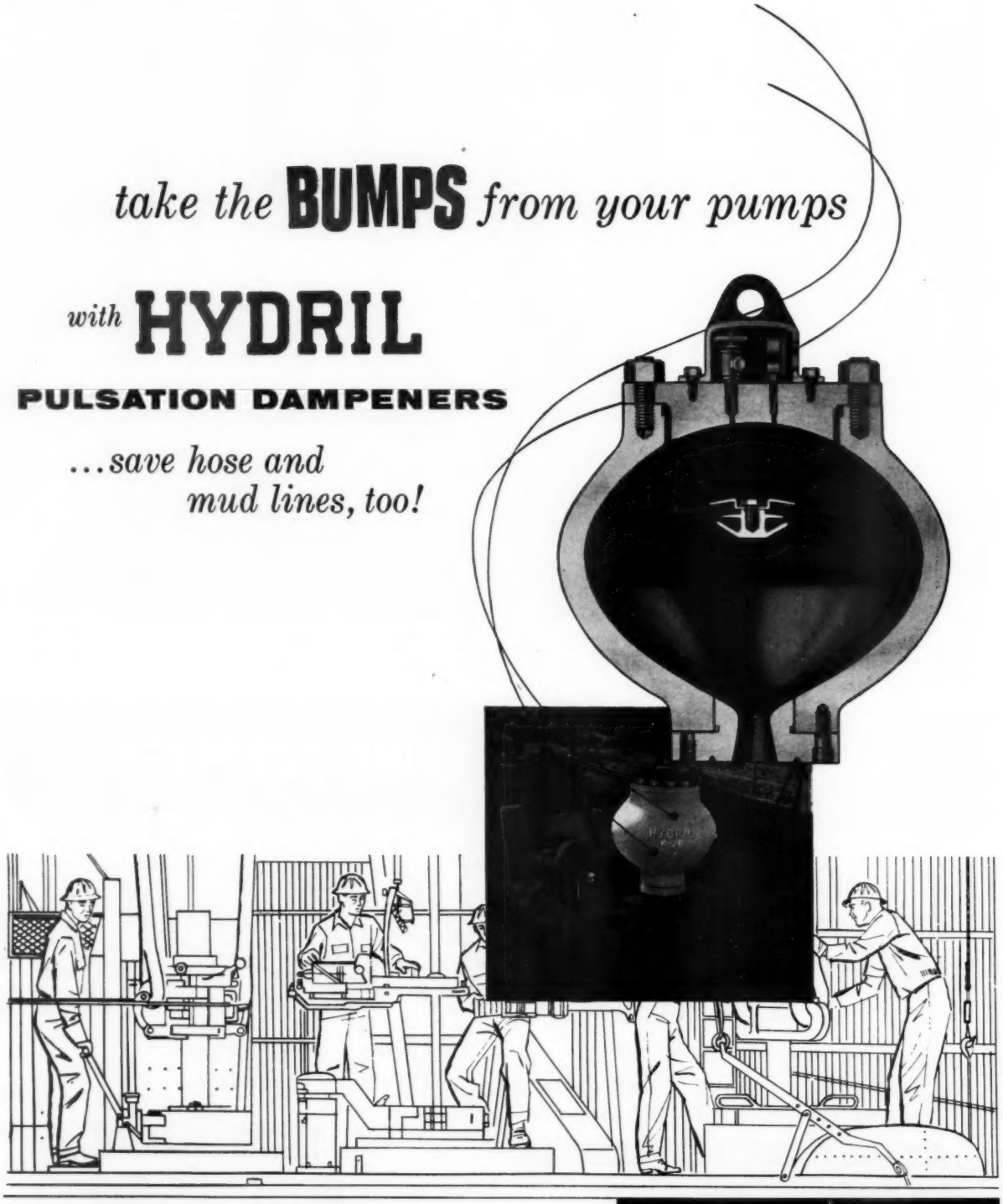
IN HOUSTON Call WA 3-9771
IN GALVESTON Call Southfield 3-2406

take the **BUMPS** *from your pumps*

with **HYDRIL**

PULSATION DAMPENERS

...save hose and mud lines, too!



HYDRIL COMPANY

714 W. OLYMPIC BLVD., LOS ANGELES 15, CALIF.

FACTORIES AT

LOS ANGELES; HOUSTON, TEXAS; YOUNGSTOWN, OHIO; ROCHESTER, PA.

HYDRIL SALES OFFICES

California: Bakersfield, Los Angeles, Ventura; , **Louisiana**: Harvey, New Iberia, New Orleans; **Oklahoma**: Tulsa; **Pennsylvania**: Rochester; **Texas**: Corpus Christi, Dallas, Houston, Midland, Odessa; **Wyoming**: Casper; **Canada**: Calgary, Edmonton.

Drilling Equipment . . .

(continued from page 61)

The mast is as quickly and easily lowered when moving from one location to another, or if the rig is threatened by a hurricane.

Mud pumps . . . Rig No. 10 is equipped with a high-pressure, high-capacity mud system which includes two Ideco 1250 hp Mud-Master slush pumps *(See related story, this section)* each powered by two 625 hp EMD motors skid-mounted as an integral part of each unit.

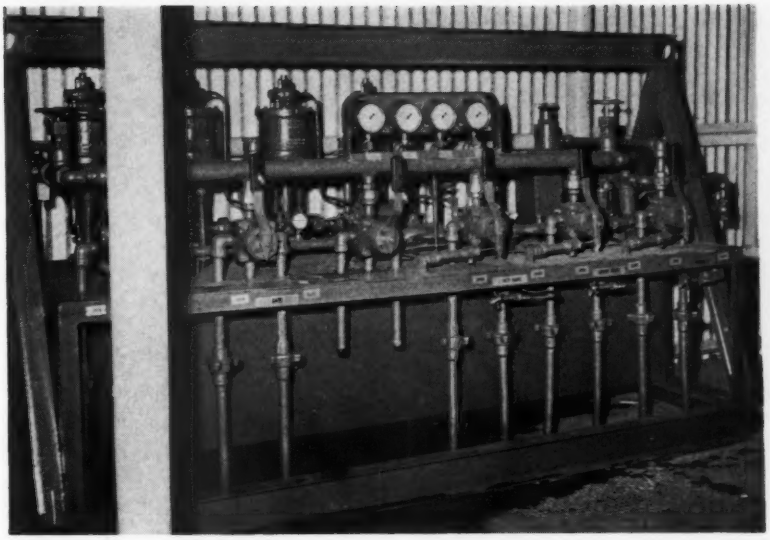
Rotary . . . The rig is equipped with an independently-driven 27-½-in. rotary table with a dead load rating of 570 tons, powered by a 625 hp EMD motor mounted with the drawworks power package just under the derrick floor.

String-up . . . Other Ideco equipment on board Trans-Gulf's **Rig No. 10** includes a 480-ton Big Shorty traveling block with six 55-in. Fabriform sheaves grooved for 1-⅜-in. wire line. In addition, Ideco has supplied a 480-ton Hydra-Cushion hook, 500-ton Tru-Line swivel, and an Ideco Rolling Disc Kelly Drive.

Weight indicator . . .Trans-Gulf's new mobile **Rig No. 10 is** equipped with a Martin-Decker Type E weight indicator, from the Martin-Decker Corporation of Long Beach, California.

Rotary hose . . . Rotary hose is a 4-in. Thermoid hose especially designed and fabricated for **Rig No. 10's** high-pressure mud system. The hose was manufactured by the Thermoid Company of Trenton, New Jersey.

Blowout preventers . . . On board Trans-Gulf's new mobile drilling unit are 12-in., 10-in. and 6-in. sets of blowout preventers, with each set consisting of three Cameron QRC preventers, from Cameron Iron Works of Houston, coupled with a Hydril GK type preventer, from the Hydril Company of Houston and Los Angeles.



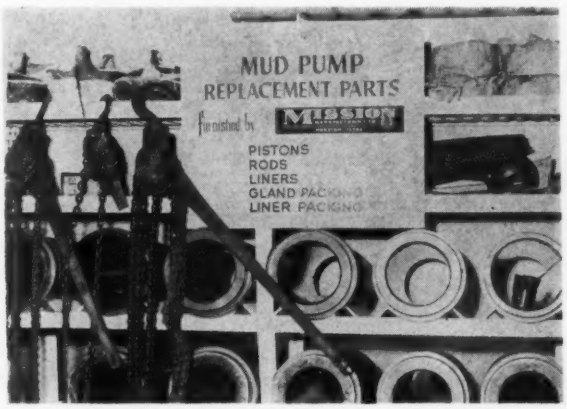
Koomey Blowout Preventer Closing Unit Model T822HD-5H, from Stewart & Stevenson Distributing Company of Houston, is mounted on starboard wing of derrick floor. Remote controls are mounted with accumulator on bow of the barge, under heliport.

Closing unit . . . To complete the blowout preventer hook-up, a Koomey Blowout Preventer Closing Unit Model T822HD-5H is mounted on the starboard wing of the derrick floor. Supplied by Stewart & Stevenson Distributing Company of Houston, the unit is comprised of pumps and manifold near the driller's station, and three hydraulic remote controls on the SS80-3000 accumulator mounted on the bow of the barge under the heliport. One of the three hydraulic remote controls is for the Hydril unit, a second operates the pipe rams, and the third is for the blind rams.

Auxiliary equipment . . . Aboard Trans-Gulf's **Rig No. 10** is a cementing unit, Schlumberger logging unit, dual "Rhumba" shale shaker from Hutchison Manufacturing Company of Houston, mud pump replacement parts from Mission Manufacturing Company of Houston, and packers, high pressure unions and hangers from the Guiberson Corporation of Dallas.

The mud testing kit was placed aboard **Rig No. 10** by Baroid Division, National Lead Company.

500-ton side door elevator, from Byron Jackson Company of Los Angeles, is part of drilling equipment aboard RIG NO. 10.



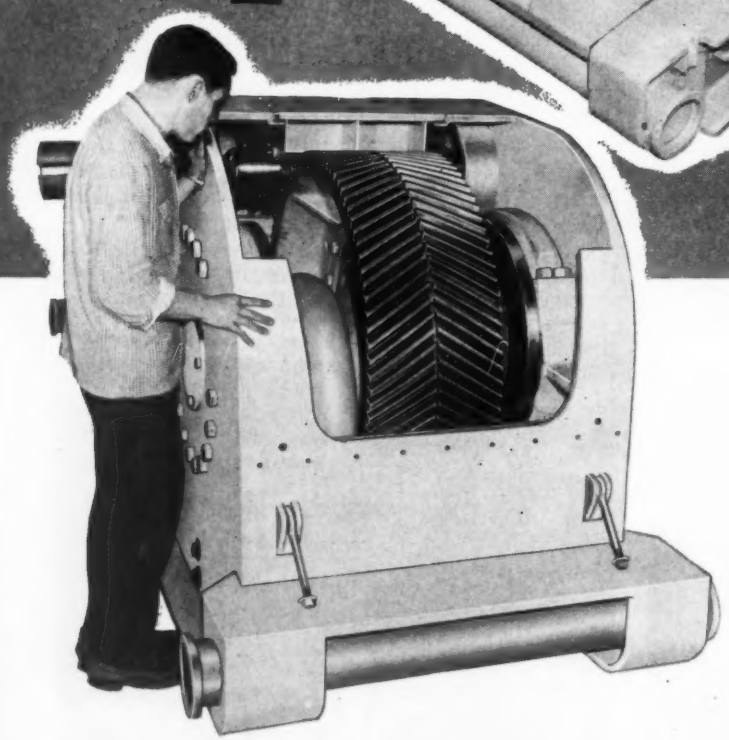
Replacement parts for the 1250 hp Mud-Master slush pumps were placed aboard RIG NO. 10 by Mission Manufacturing Company.

FALK Precision-cut Herringbone Gears

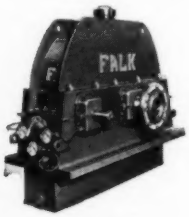
Power the IDECO Mud-Master Pumps...

The New
IDECO Heavy Duty
1250 hp 8 x 18
duplex

... and
the rugged
600 hp
7¼ x 16

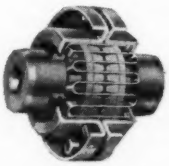


OTHER FALK PRODUCTS WELL-KNOWN IN THE PETROLEUM INDUSTRY... FROM PRODUCING FIELD TO REFINERY



HIGH SPEED DRIVES... speeds up to 10,000 rpm and higher.

ALL-MOTOR MOTOREDUCERS ... vertical, horizontal, right angle.



STEELFLEX COUPLINGS

AIRFLEX COUPLINGS

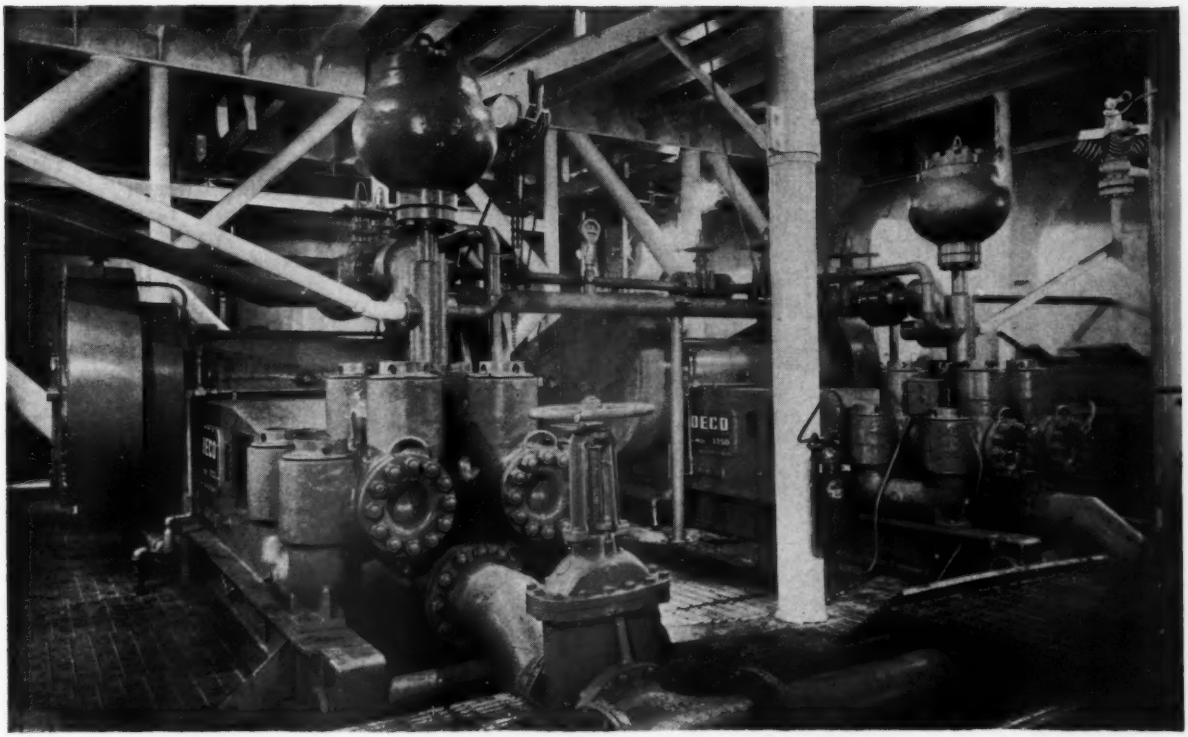
THE FALK CORPORATION, 3001 W. CANAL ST., MILWAUKEE 1, WIS.

Representatives and Distributors in Most Principal Cities

QUALITY GEAR DRIVES and FLEXIBLE SHAFT COUPLINGS

FALK

...a good name in industry



Ideco 1250 hp Mud Master slush pumps are equipped with Hydril pulsation dampeners. A feature of the high-pressure mud system is the use of Cameron mud valves on the high pressure side, Powell valves on the low pressure side

Rig No. 10 has a

High-Pressure Mud System

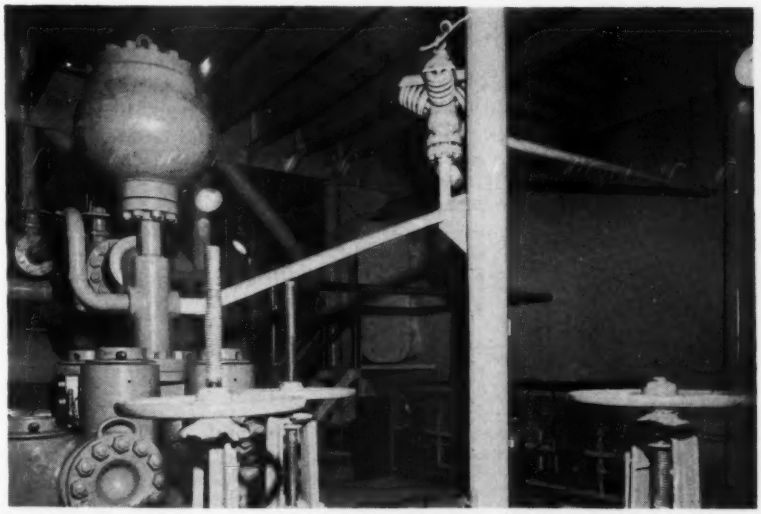
Two unique features of Trans-Gulf's **Rig No. 10** are the large size and high working pressure of its mud system, and the unusually large storage capacity of the barge itself. The mud system of **Rig No. 10** is tested for 10,000 pounds pressure per square inch and will operate at 5000 psi, for faster drilling through efficient utilization of hydraulics in jet bit drilling.

Slush pumps . . . Two 8 by 18 inch Ideco Mud-Master 1250 hp duplex slush pumps make up the heart of the mud system. Pumps have all welded steel Fabriform frames giving the pumps the low weight of only 43.8 pounds per horsepower.

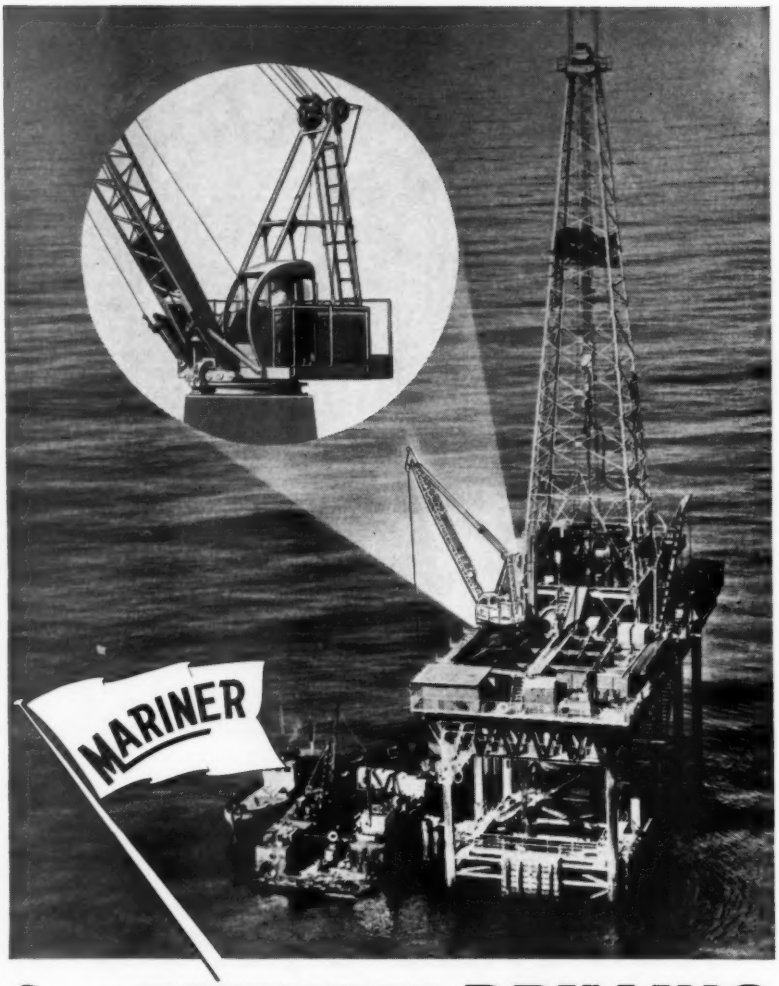
Two GM D-39 electric motors drive each slush pump through chain drives. Crankshaft assembly of the slush pumps is equipped throughout with long-life Timken double-row tapered bearings. Gears are Falk cut herringbone gears 20 inches wide. The Falk flange-mounted main gear ring and the pinion shaft with its integral gear may be reversed for longer life.

Replacement parts such as pistons,

(continued on next page)



Safety feature of high-pressure mud system is mud pump relief valve, center, which pops open if momentary circulation block causes pressure build-up, allowing mud to be discharged back into pits. Valve closes automatically when pressure drops below danger point.



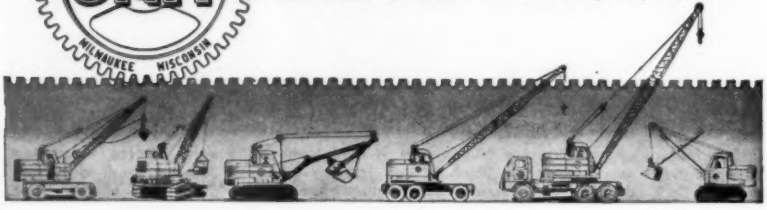
for OFFSHORE DRILLING

• The new UNIT Mariner . . . a full-revolving, stationary-mounted crane . . . is tailor-made for offshore drilling operations. It loads and unloads cargo from tender to platform with ease, speed and pin-pointed accuracy.

The Mariner is designed for fast, SAFE operation. Turntable, roller path, rollers, hook shoes, boom and hoist mechanism have extra built-in strength. The heavy duty "A" frame permits capacity loads with extended boom at long radius. Positive and mechanical boom stops control the angle of elevation and prevent the boom from whipping back. The FULL VISION CAB enables operator to see in ALL directions. And the famous UNIT sealed gear case serves as a protection against salt spray.

Investigate the possibilities of the UNIT Mariner as applied to ships, barges or offshore platforms. Write for your copy of Bulletin MO-200.

UNIT CRANE & SHOVEL CORP.
6625 W. Burnham Street • Milwaukee, Wis., U. S. A.



Mud System . . .

(continued from previous page)

rods, liners, and packing are furnished by Mission Manufacturing Company of Houston.

The 1250 H. P. Mud-Master pumps are equipped with Ideco-Walton "Fluid-Cushion" valves and the new Ideco "Kwik-Seal" two-piece threaded valve pot covers.

The Ideco-Walton valves feature a "Fluid Cushion" seal which reduces the metal-to-metal shock loading of valve on seat. Seal rings are reversible for extra service and can be replaced without removing the valve seat from the pump—an exclusive time-saving feature. The extra length and thicker section of the valve seat gives greater seating area and prevents deformity. The valve seat is not dependent on cross-bars or bottom valve guide webbing for strength. Minimum resistance to fluid flow is provided by the single-arm design of the bottom stem guide.

The Ideco "Kwik-Seal" valve pot covers were introduced to facilitate quick removability. The inner plug compresses the seal without rotating on it. The threaded cover can be tightened or loosened by a light tap with a hammer on an ordinary steel bar and the plug can be made up or removed in the time normally required to remove one or two nuts from a conventionally bolted-on cover.

Safety features . . . Each mud pump is equipped with a Hydril K-20 pulsation dampner, and a Kinzbach Model 112 mud pump relief valve. When momentary circulation blocks cause pressure build-up, the relief valve is popped open and mud discharged back into the pits. The valve closes automatically when pressure drops below the danger point.

Relief valves are also equipped with air horn signal units which

(continued on page 71)

TRANS-GULF OFFSHORE DRILLING, INC.
UNIT NO. 10
Insured by
Ben H. Moore Insurance Agency
1973 W. Gray JA 8-5511
Houston, Texas
and
Wm. E. Harlan Insurance Agency
1963 W. Gray JA 8-0676
Houston, Texas

Rig No. 10 is lifted by a . . .

Hydraulic Jacking System

Foot-a-minute rate of climb is combined with mercury levelling system that compensates for out-of-level differential as little as one inch

TWELVE hydraulic slip-jacks, each capable of hoisting 500 tons and retracting 700 tons, move Trans-Gulf's 4000-ton **Rig No. 10** up and down on its dozen 212-foot steel legs.

Spuds supporting the massive unit are 48-in. diameter 1⅛-in. wall steel caissons, fabricated for **Rig No. 10** by McNamar Boiler & Tank Company of Tulsa, Oklahoma. The jacks can climb the steel caissons at the rate of one foot per minute. Jacks were designed and fabricated by Joe Stine, Inc. of Houston.

Hydraulic system...Four hydraulic units, located in the lower hull, power the slip-jacks aboard **Rig No. 10.** Each unit, consisting of a 100 hp electric motor and two Denison pumps—one connected to each end of the shaft—powers three slip-jacks located immediately above it on the main deck.

Pumps...The high-pressure pump on each hydraulic unit is a Denison PA-352-580-B axial piston pump, capable of operating up to 5000 psi. The low pressure pump is a Denison Model TMG8B, capable of operating to 2000 psi.

The high pressure pumps operate the leg jacks and substructure skidding jacks, and the low pressure side operates the salt water reel.

Operation . . . Each jack is composed of a reverse-conical tapering bowl rigidly connected to piston rods extending from large hydraulic cylinders which move the bowl either up or down. The caisson, passing through the bowl, is gripped by slips, allowing a load to be imposed on the surface of contact.

For lifting, the piston rods are fully extended, the lower group of slips set, and pressure applied to the cylinders to retract the pistons, thus raising the barge hull.

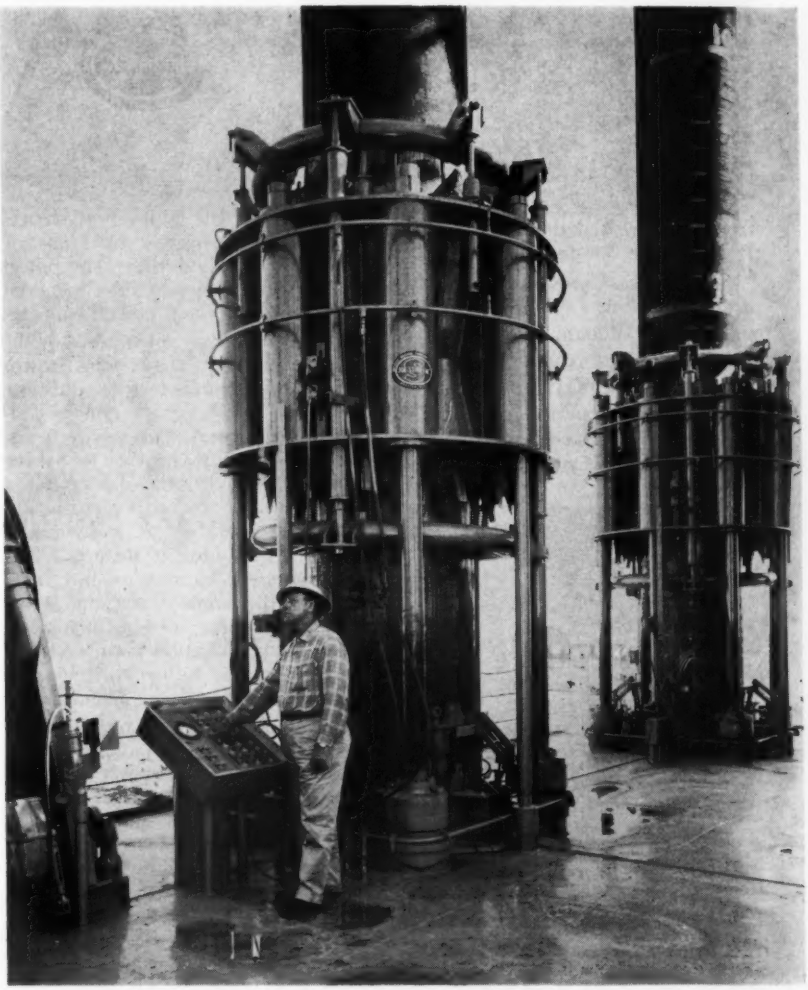
For lowering operations, pressure on the hydraulic jacking system is automatically dropped to about 15 psi. The barge hull is lowered by gravity—not pumped down. This prevents compounded pressure of the system, combined with weight of the barge, from rupturing the cylinder walls of the jacks.

For extracting the spuds after a location has been completed, the upper slips are set, and the piston rods fully retracted. Pressure is then applied to the cylinders to extend the piston rods. This action sets the slips tight and allows an extremely high raising load—700 tons—to be applied to the spuds.

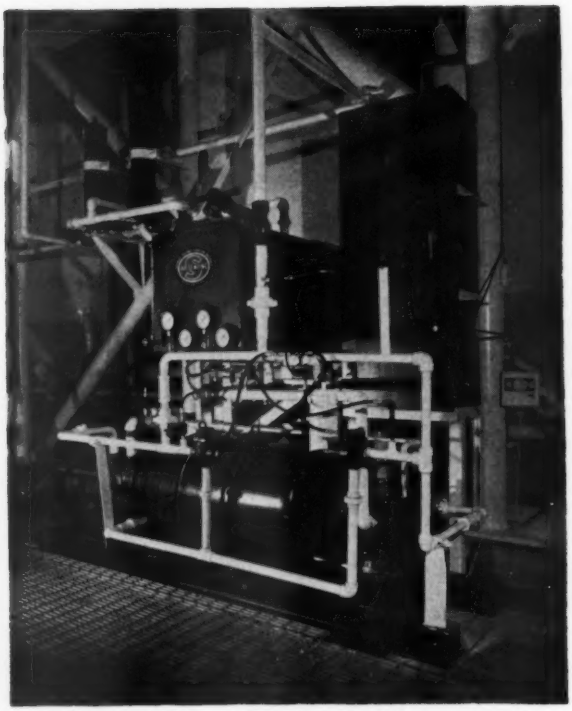
Pivot blocks on top of each piston allow jacking mechanisms to operate when the spuds are canted slightly, without putting side pressure on the piston rods.

Pistons and tie-off rams are made

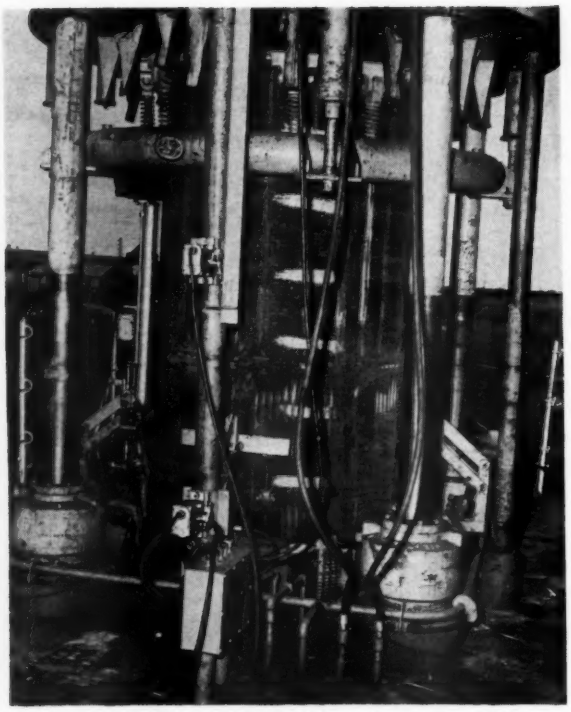
(continued on next page)



Three leg jacks are controlled from this station on main deck. There are four control stations on the main deck, a master control center in glassed-in tower atop living quarters.



Hydraulic unit in hull of RIG NO. 10 powers three slip-jacks on main deck just above. Unit utilizes 100 hp electric motor, two Denison pumps. Low side of system operates salt water reel.



Closeup of jack, caisson, show teeth marks of slips on caisson. Each jack can lift 500 tons at rate of one foot per minute.

Hydraulic Jacks . . .

(continued from previous page)

from heat-treated drill collar stock. Pistons have a 4-foot stroke.

Controls . . . Controls for the hydraulic jacking system were designed by William H. Flynn, of Trans-Gulf, in cooperation with Bob Chapman, of Wilson Electrical Equipment Company, Joe Stine, of Joe Stine, Inc. and engineers of the Denison Pump Company. Denison Pumps are an integral part of the system. Control panels were manufactured by the Wilson Electrical Equipment Company of Houston, who also supplied the main power switchboard, mercury leveling controls, and auxiliary power controls.

From inside this control tower atop the crew quarters, one man can operate all the jacks from the master control panel or direct their operation by phone to men at each of the four jacking stations on deck.

The central control station for the jacking system is a glassed-in tower atop the living quarters. In addition, there are four separate control stations on the main deck, each affording push-button control of three jacks. The jacks may be operated from master controls located in the control tower or individually from the deck control stations. Constant communications to and from each of the control stations is afforded by phone stations tied into the barge's 18-station phone system, supplied by the Kellog Switchboard & Supply Company of Chicago.

Safety feature . . . An important safety feature of the jacking system is an automatic mercury leveling system, especially designed for **Rig No. 10** by Bill Flynn and Bob Chapman of Wilson Electrical Equipment Company. The system acts automatically, whenever the barge gets out of level, to stop the jacks on the high side until the jacks on the low side again bring the barge level.

System consists of two 50-ft. transverse mercury leveling tubes and one 50-ft. longitudinal tube. A riser is attached to the ends of each tube. Risers have contact electrodes that make or break contact with the jacking control circuits.

This system overrides the control system preventing human error from causing side strain on the jacks or spuds during raising and lowering operations.

Skid jacks . . . Two Joe Stine, Inc. substructure skid jacks, each with a 125-ton load capacity, are also operated from the high pressure side of the hydraulic jacking system. Skid jacks operate on tracks allowing the substructure 36 foot lateral movement.

Two unusual features of the skid jacks are the six-foot piston length, and a new type of Ideco designed gripper-head. Gripper is made up of one inch thick, horseshoe-shaped, steel plates. Angle of tilt on the plates is set by two adjustable bolts at the top of the plates. When set vertically these plates slide freely up and down the rails. But when tilted the edges of the steel plates grip the rails and hold fast. This allows easy positioning of the mast and substructure without notched rails.

Salt water reel . . . Another feature of the hydraulic system—low

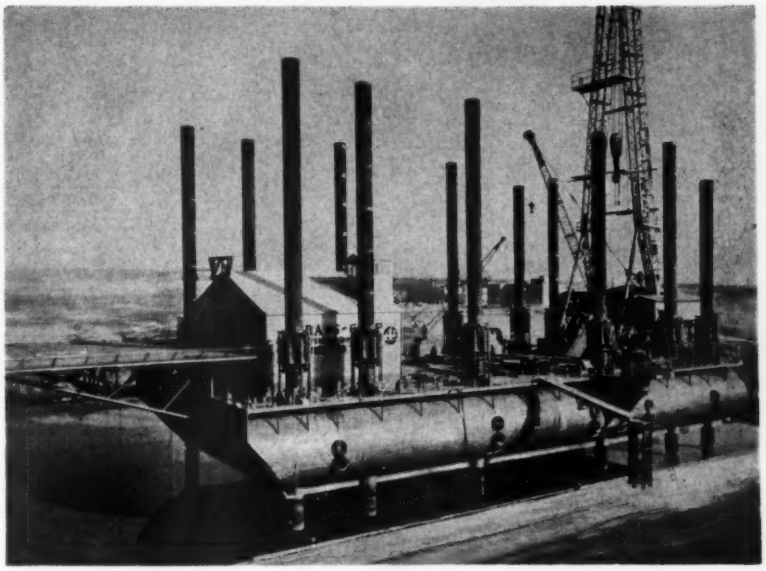
(continued on page 71)

When quality is essential

and time is important

PORT HOUSTON is your shipyard

Latest of the giant mobile units, pictured right, is Trans-Gulf Offshore Drilling's "Unit No. 10." Its massive lower hull was built by Port Houston Iron Works, Inc., Houston, Texas under the direct supervision of William F. Flynn, designer of the drilling barge and vice-president of Trans-Gulf.



facts for your consideration

Port Houston Iron Works is an experienced builder of marine equipment. Established in 1935, the company was the first Houston shipyard to be awarded a contract for construction by the United States Navy. It has subsequently built many vessels to the Navy's exacting specifications. Port Houston's top management has over 200 combined years of marine construction and repair experience.

In addition to its proven quality workmanship, Port Houston's two distinct shipyards are completely and fully equipped (exclusive of dry-docking) to build vessels up to 400 feet. Any type of desired repairs are quickly and expertly handled.

Port Houston Iron Works has *never* been late in completing any of its many contracts, however large or small. It has always been *on* or *ahead of schedule.*

Port Houston's two yards are conveniently located—at the oil center of the world and in the nation's second largest port.

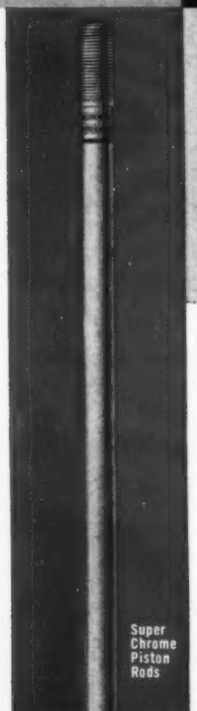
PORT HOUSTON IRON WORKS, Inc.

FOR "ON TIME" MARINE CONSTRUCTION AND REPAIRS

TELE: WAlnut 6-9601 7200 SOUTH HARBOR P. O. BOX 2065

HOUSTON, TEXAS

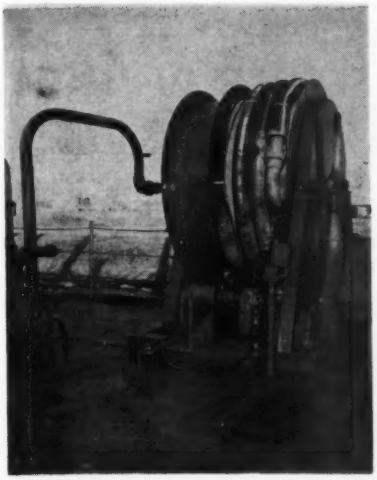
Let MISSION help you
KEEP DOWN DRILLING COSTS



Nothing but the finest
will bear the name of

MISSION
MANUFACTURING CO.

P. O. BOX 4209 • HOUSTON, TEXAS
Cable Address—"MISSCO"
Export Office: 30 Rockefeller Plaza, New York
In England,
MISSION MANUFACTURING CO., LTD.
37 Hanover Square • London, W.1 England
Cable Address—"Missman"



Salt water reel is located aft on starboard side of main deck. Submergible Reda pump, from S & N Pump Company of Houston, can be raised or lowered to fit depth requirements at any drillsite.

Hydraulic Jacks . . .

(continued from page 68)

pressure side—is the salt water reel, also furnished by Joe Stine, Inc. The salt water reel supplies cooling water for **Rig No. 10's** prime power packages.

Reel raises and lowers a Reda submergible pump mounted on the end of a 4-in. id rubber hose which is attached to the hose reel. This allows the pump to be positioned exactly, regardless of depth of barge operations. Reel also allows pump to be reeled aboard the barge moving operations and high seas.

Mud System . . .

(continued from page 66)

sound whenever there is a pressure overload.

Discharge lines . . . High pressure Cameron mud valves connect the fluid end of the pumps to discharge lines, and are tested at 10,000 psi and will operate at 5000 psi. Powell intake valves are utilized on the low pressure side of the pumps.

Five inches, inside diameter, is the minimum size of discharge lines carrying the mud from below decks to the derrick floor.

Thermoid especially designed a 4-in. id drilling hose to take a 5000 psi working and 10,000 psi bursting pressure for Trans-Gulf **Rig No. 10.**

Mud pumps can be operated from driller's console or by remote controls from the equipment room.

Complementing the mud system is a "Dual Rumba" shale shaker from Hutchinson Manufacturing Company of Houston, and three cone De-Sander furnished by the S & R Tool & Supply Company of Houston.

On Trans-Gulf "Unit No. 10"... THE ROTARY HOSE IS THERMOID 4-INCH POWERFLEX

From mud pump to drill bit, the hydraulic system of "Unit No. 10" is designed to operate under extreme working pressures. **Only Thermoid could deliver the specified 4-inch hose for this job where hose performance is so vital.**

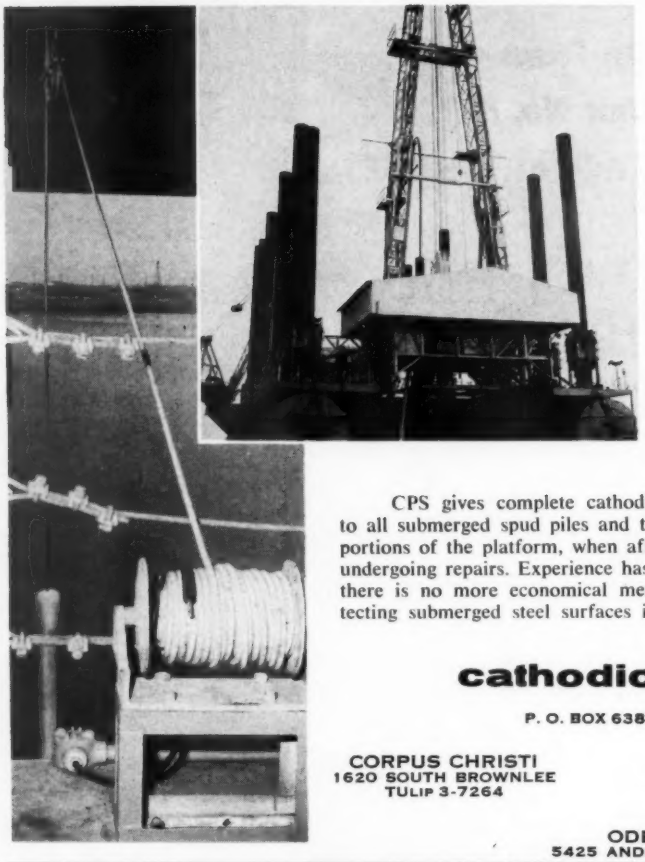
There are three reasons why you can depend on Thermoid Powerflex to do an outstanding job under the toughest conditions. *First* . . . the patented full flow coupling is an integral part of the cable. It cannot leak or pull off. *Second* . . . the cable itself is made up of 33 miles of high tensile steel wire wrapped and counterwrapped for unexcelled strength and flexibility. *Third* . . . the tube and cover of Powerflex Hose are made with oil and abrasion resistant Neoprene, reinforced with impregnated multi-ply woven fabric.

Superior design and superior construction make Thermoid Oil Field Products the right choice for you . . . for both routine and unusual jobs.

Thermoid

Thermoid Company
Trenton, N. J. • Nephi, Utah

Warehouses:
Dallas, Houston, Odessa, Abilene, Texas; Houma, La.; Oklahoma City, Okla.; St. Louis, Mo.; Great Bend, Kan.; Casper, Wyo.; Los Angeles, Calif.



CATHODIC PROTECTION SERVICE

protects . . .

TRANS-GULF OFFSHORE DRILLING UNIT NO. 10

This is a new technique in cathodic protection—another example of pioneering done by CPS in the marine cathodic protection field: a Rectifier-Duriron Anode type system was used to protect all submerged steel surfaces on the new Trans-Gulf Offshore Drilling, Inc. Unit #10.

Special features of this application are the suspension of Duriron Anodes from the barge so they may be retrieved during relocating or during exceptionally rough seas. This method of installation also allows for easy inspection of the anodes.

CPS gives complete cathodic protection to all submerged spud piles and to submerged portions of the platform, when afloat or when undergoing repairs. Experience has proven that there is no more economical method of protecting submerged steel surfaces in sea water.

The experienced staff of engineers at CPS stand ready to serve *you* in protecting your offshore equipment.

For additional information on CPS Duriron Anodes, write, wire or phone the service office nearest you.

cathodic protection service

P. O. BOX 6387 HOUSTON 6, TEXAS JA 2-5171

CORPUS CHRISTI
1620 SOUTH BROWNLEE
TULIP 3-7264

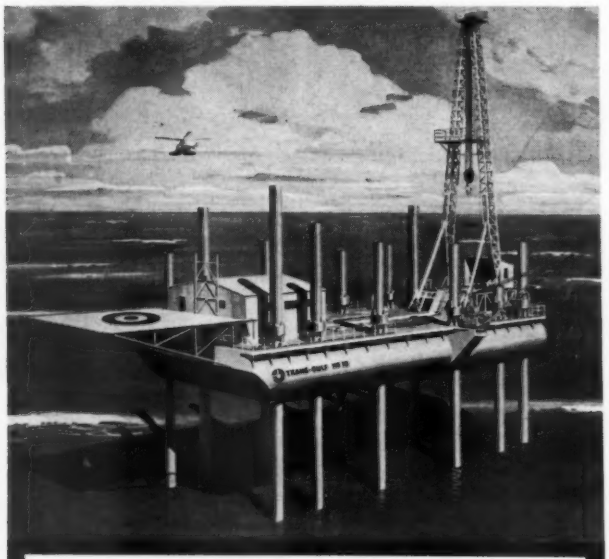
DENVER
(GOLDEN) P. O. BOX 291
CRestview 9-2215

NEW ORLEANS
1627 FELICITY
CANAL 7316

ODESSA
5425 ANDREWS HWY.

TULSA
4142 S. PEORIA
RIVERSIDE 2-7393

C 5802



A few of the many winches in present stock along with hoists, cranes and other equipment in ratings and sizes designed for your needs.

Follow a leader...

TO BIGGER PROFITS!

Take a lesson from Trans-Gulf who compounded their savings by ordering anchor, mooring and posting winches for Rig No. 10 from *one* source . . . MacMab.

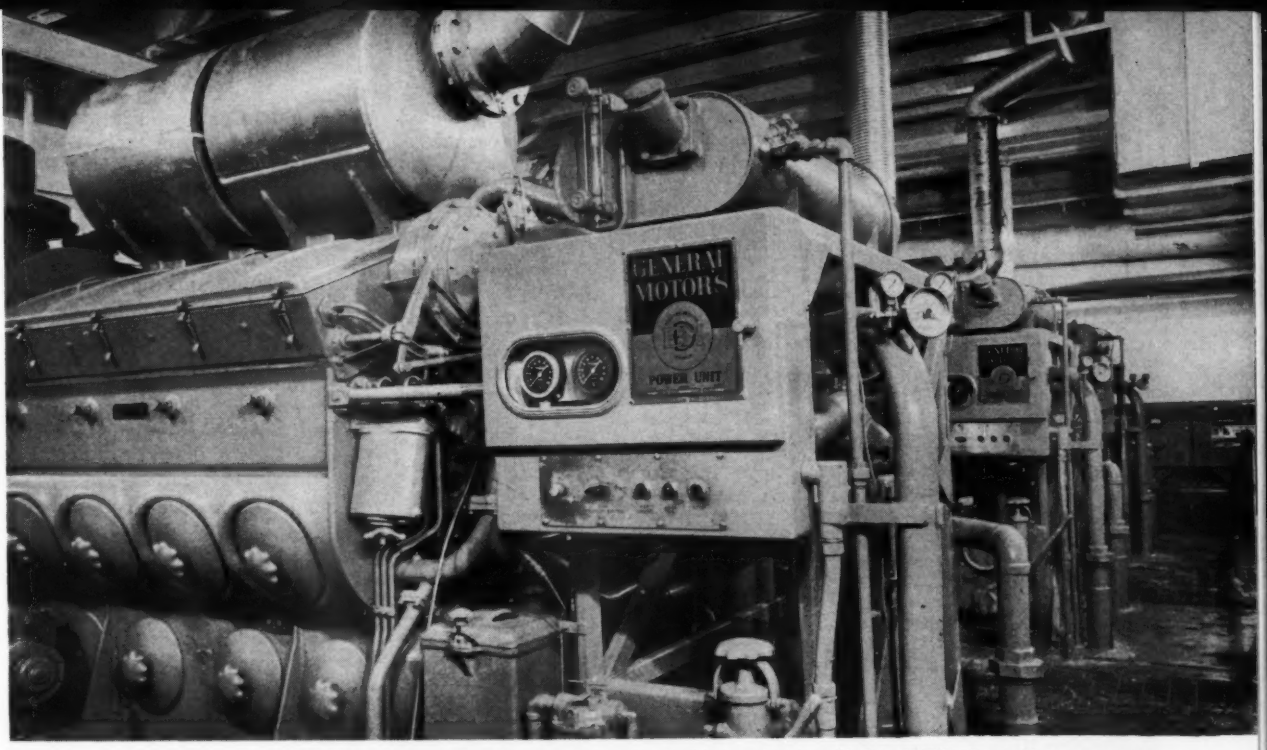
To keep *your* initial investment to a minimum, rely on MacMab . . . industry's single responsibility for winches, hoists and cranes in every size required for your problem.

Most equipment is *available from stock* assuring you on-time coordinated delivery and the money-saving simplicity of dealing with a *single dependable organization.*

Write today for your illustrated list of platform and barge equipment on hand for immediate delivery.

MacMab Inc. INDUSTRIAL WINCHES • HOISTS

7225 Chocolate Bayou • Houston 21, Texas
Mission 9-2706



Prime power aboard Trans-Gulf's RIG NO. 10 is supplied by these three Electro-Motive Division Model SR8W diesel-driven generator sets, each rated at 1000 hp. Compact power packages are located in main engine room in barge hull, just forward of the drilling slot.

Aboard Rig No. 10 . . .

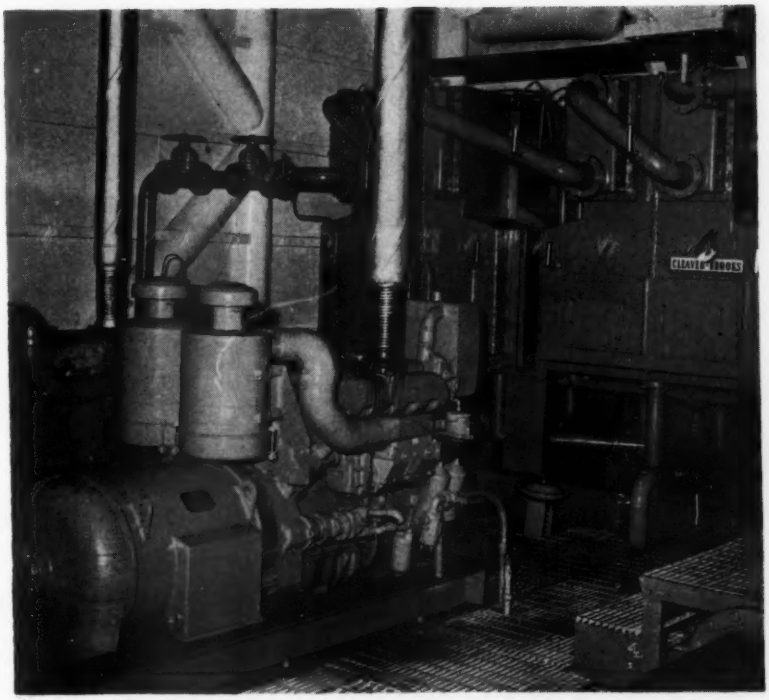
Diesel-Electric Power

Prime power aboard Trans-Gulf Offshore Drilling Company's **Rig No. 10** is supplied by three Electro-Motive Division Model SR8W diesel-driven generator sets, each rated at 1000 hp. Each set consists of two 502 kw generators mounted side by side on a common engine base, with a General Motors 567C diesel as the prime mover.

The EMD sets furnish current to drive three 625 hp GM Model D-39 motors which power the Ideco E-2500 drawworks. In addition, current is provided for the D-39 motor powering the Ideco 27½-in. rotary, and the two D-39 skid-mounted motors which power each of the two Ideco Mud-Master slush pumps.

Motor mounting . . . An unusual feature of **Rig No. 10** is the fact that the three motors powering the drawworks are mounted "piggy-back" on an equipment deck just under the drawworks, thus conserv-

(continued on next page)



Pictured at left is one of three 150 kw diesel-electric auxiliary generator sets, supplied by Stewart & Stevenson Services of Houston. At right is Cleaver-Brooks waste heat evaporator, for converting sea water into fresh water.

Diesel-Electric Power . . .

(continued from previous page)

ing space on the derrick floor. The rotary is independently powered by a single D-39 motor.

Prime power packages are located in the main engine room just forward of the drilling slot.

Control system . . . Control system for the EMD power consists of a master control cabinet in the engine room, a motor control cabinet on the main deck, and operating controls at the driller's console.

Auxiliary power . . . Auxiliary power aboard **Rig No. 10** is provided by three GM 6-110 diesels each driving a 150 kw Delco generator. An EMD 400 kw dc-ac converter provides additional ac current for raising the platform and standby.

Auxiliary power equipment was furnished and installed by Stewart & Stevenson Services, Inc., of Houston.

Auxiliary equipment . . . Equipment operating on auxiliary power includes the Peerless salt water circulation pumps for the EMD cooling system, Blackmer fuel oil transfer pumps, Century electric motors powering the Byron-Jackson drilling water transfer pumps, the Reda submergible pump—from S & N Pump Company of Houston—attached to the salt water reel, cementing unit and Schlumberger electric logging unit, lights, air-conditioning, electric cooking and refrigeration facilities, and the mast lighting system.

Distribution panel . . . Current is channeled to auxiliary equipment through a Wilson power distribution panel in the auxiliary control room. Auxiliary power units are located in the main machinery room in the center of the hull.

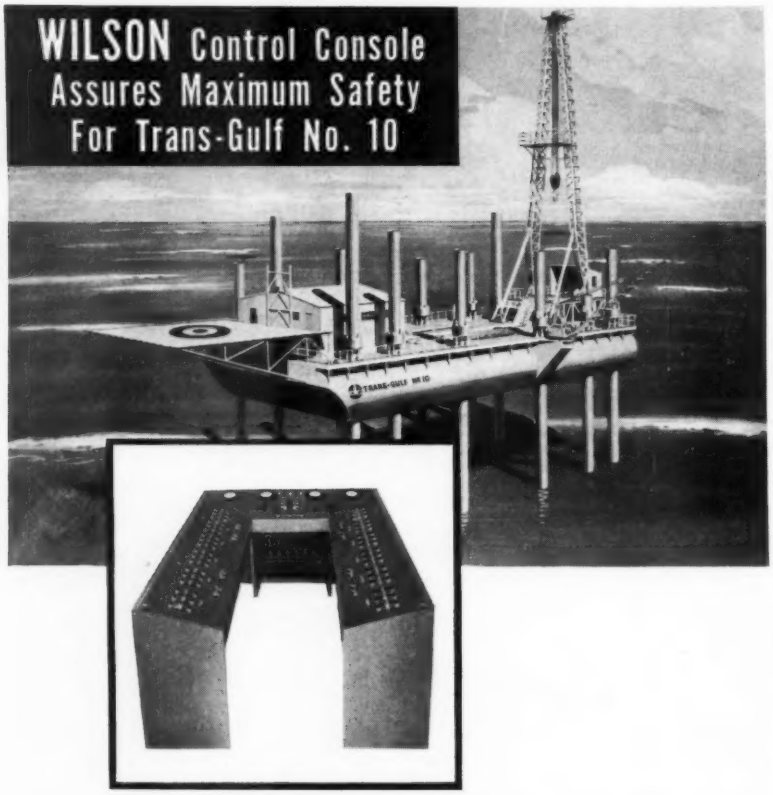
Electrical installations were made by Channel Marine Electric Company, of Houston, under the direct supervision of Douglas Wade.

Ben S. Robinson, drilling superintendent and member of the board of directors, directed the over-all assembly operations.

Rig No. 10 is equipped throughout with fire and personnel safety equipment that more than meets U. S. Coast Guard regulations. Fire fighting equipment and life-saving equipment was furnished by Texas Marine & Industrial Supply Company of Houston.

Trans-Gulf's Rig No. 10 is insured jointly by the William E. Harland Insurance Agency, and the Ben H. Moore Insurance Agency, both of Houston.

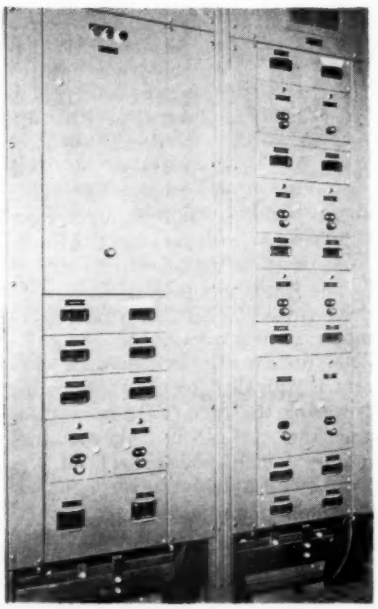
WILSON Control Console Assures Maximum Safety For Trans-Gulf No. 10



Designed and built to complement the unique piling control system on Trans-Gulf No. 10, the Wilson control console makes possible precise handling of piling and provides instantaneous warning should the platform shift even slightly off level. Jacking and leveling are automatically controlled while the platform is being raised or lowered and pilings can be driven one at a time or in selected groups. All automatic operations can be over-controlled by the engineer if desired for safety purposes.

Providing electrical control equipment tailored to individual requirements is our specialty. Why not have your engineer discuss your next job with a Wilson control specialist while it is in the design stage?

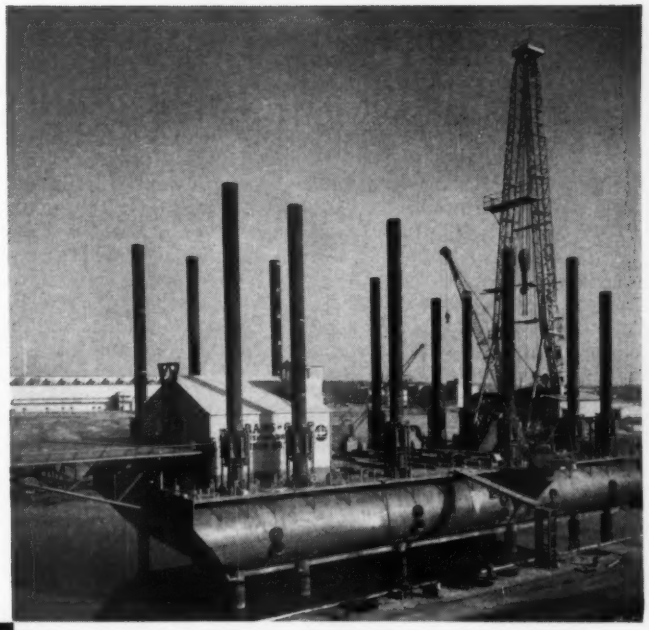
Wilson ELECTRICAL EQUIPMENT CO.
3210 Garrow Street, Houston
Phone CApitol 8-1557



Auxiliary current is channeled through main switchboard, above, installed by Wilson Electrical Equipment Company of Houston.

Trans-Gulf Chooses..

GUIBERSON'S UNIONS



Trans-Gulf Offshore Drilling, Inc., Unit No. 10, is completely equipped with Guiberson's high and low-pressure quick-change unions.

HIGH-PRESSURE UNION
GUIBERSON'S QUICK-CHANGE UNIONS give you a full range of sizes to meet every high or low-pressure application from 1,000 to 15,000 lb. test
LOW-PRESSURE UNION

Offshore operators specify Guiberson's unions because: (1) their dependability to make a positive, leakproof seal; (2) they break and make-up easily and quickly; (3) they require a minimum of up-keep.

GUIBERSON'S HIGH-PRESSURE UNIONS of forged steel, are available in 1" through 4" sizes in four pressure ratings of 4,000, 6,000, 10,000 and 15,000 psi. All sizes except the 4,000 lb. test incorporate a pressure-molded Seal-O-Matic Ring. A 3-lug wing nut is available on all sizes and a hex nut on 1", 1¼", 1½" and 2" sizes.

GUIBERSON'S LOW-PRESSURE UNIONS rated at 1,000 and 2,000 psi, are available in 1" through 10" sizes. They are equipped with metal-to-metal seats and have a convenient.. easy to make or break..3-lug wing nut.

GUIBERSON INSULATED UNIONS are available in both types.

Sold by Oil Field Supply Stores Everywhere

THE GUIBERSON CORPORATION

ESTABLISHED 1919 — DALLAS, TEXAS U. S. A.

Operating Rig No. 10 is . . .

Trans-Gulf Offshore Drilling Company

OWNERSHIP and management of Trans-Gulf Offshore Drilling Company rests in the hands of thoroughly experienced and capable men, not only in the oilwell drilling business but in the fields of management, geology, engineering and marine operations.

Officers and directors of Trans-Gulf are Harry J. Chavanne, chairman of the board of directors, and director; Drennan O. Wade, president and director; William H. Flynn, vice president and director; Douglas W. Wade, secretary-treasurer and director; Dr. Wendell H. Nedderman, director; Ben S. Robinson, director.

Harry J. Chavanne and Ben S. Robinson . . . For over 10 years Harry J. Chavanne, chairman of the board of directors of Trans-Gulf, and Ben S. Robinson, director, were partners and co-operators of the Prince Drilling Company. Mr. Chavanne directed general business affairs of the company and Mr. Robinson directed drilling operations of the company's two inland drilling barges and six land rigs.

Mr. Chavanne is a graduate of Rice Institute and at present a director of the American Association of Oilwell Drilling Contractors, and former chairman of the Houston Chapter of that association.

Mr. Robinson attended Baylor University and is a graduate of the University of Houston School of Engineering.

Drennan O. Wade . . . Trans-Gulf's president and director, Drennan Wade and his brother, Douglas W. Wade, secretary-treasurer and director, are the principal owners and operators of Wade Towing, Inc., organized in 1943, as well as Yount-Wade Drilling Company, Inc., which was organized in 1953, and Channel Marine Electric Company of Houston, organized in 1952. Wade Towing, Inc., presently operates three large ocean-going towboats in Port Brownsville harbor and Yount-Wade Drilling Company, Inc., operates a drilling rig in South Texas.

Mr. Drennan Wade began his career in the oilfields as a field engineer for Yount-Lee Oil Company from 1930-35, and was with Stanolind Oil & Gas Company from 1935-37. From 1937-53 he was associated with Coyle Lines, serving as its Texas division marine superintendent.

Douglas W. Wade . . . Prior to 1945, when he joined his brother as co-owner and operator of Wade Towing, Inc., Douglas Wade had been associated with McCollum Exploration Company for 15 years, in geophysical work.

William H. Flynn . . . Vice president, director, and designer of Trans-Gulf Offshore Drilling Company's **Rig No. 10,** is William H. Flynn.

Prior to the organization of Trans-Gulf Offshore Drilling Company, Mr. Flynn was employed by J. Ray McDermott & Company as a sales liaison engineer. During his employment with that company, he participated in, and later directed, general design projects for fixed drilling platforms.

Before going with J. Ray McDermott & Company, he was port engineer of the Port of Brownsville, Texas, from 1948-54. As port engineer he was in direct charge of maintenance, design and construction of new facilities.

He is a graduate of the United States Naval Academy.

Mr. Flynn was in direct charge of the design and construction of Trans-Gulf **Rig No. 10,** and will be in charge of marine operations, new equipment design and business development of the company.

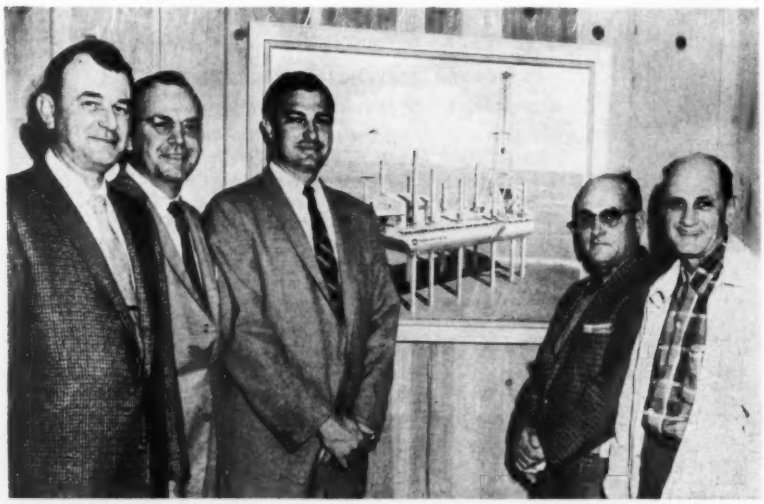
Dr. Wendell H. Nedderman . . . Dr. Nedderman, director and design consultant, is presently associate professor of civil engineering at Texas A & M College. His education includes degrees of B.S., M.S. and Ph.D. in civil engineering. For the past six years he has done part time consulting work on offshore structures for more than ten firms in the Gulf Coast area, including major oil companies, shipyards and contractors.

Dr. Nedderman is also principal investigator in the Texas A & M Research Foundation project entitled "Research in the Design of Offshore Drilling Structures," which has been in progress since 1952.

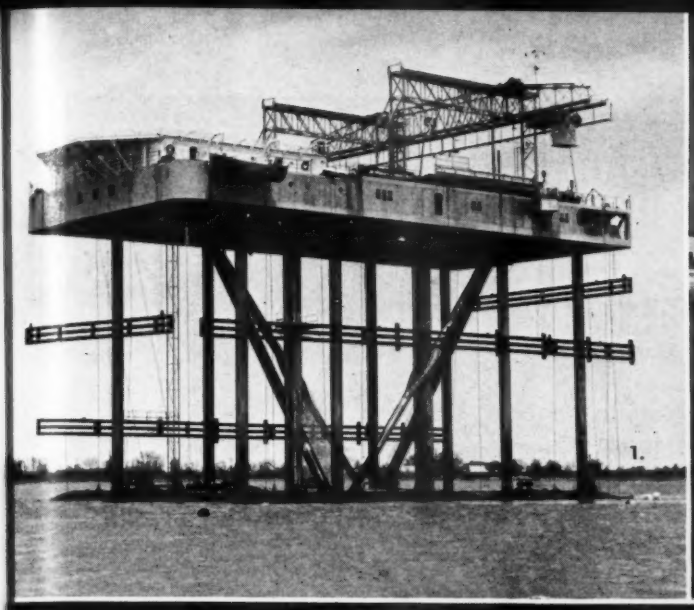
Dr. Nedderman assisted Mr. Flynn in the design of **Rig No. 10,** and will continue with Trans-Gulf as an advisor in future offshore design development.

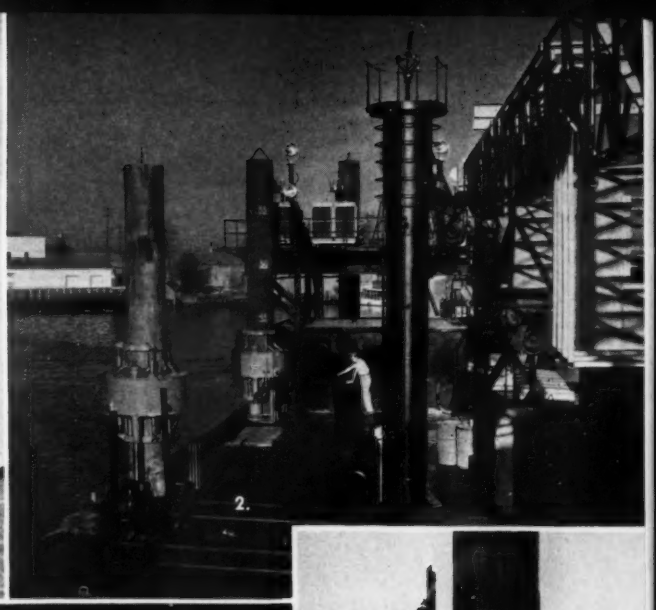
Since design of the barge and many of its integral parts was worked out by officers of Trans-Gulf, they were able to subcontract the barge in parts and assemble the parts themselves, with the aid of sub-contractors and suppliers. Work of assembling the barge was done at Adams Terminal, in Houston.

All drilling equipment was installed by Trans-Gulf under the supervision of Toolpushers Clyde Rucker and Henry Bradford.

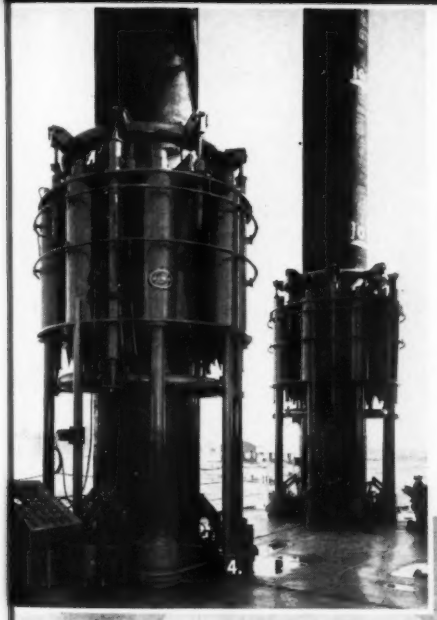


Officers of Trans-Gulf Offshore Drilling, Inc., have many years of combined experience in the oil exploration and development, engineering, and marine fields. From the left they are: Harry J. Chavanne, chairman of the board; Ben S. Robinson, director; William H. Flynn, vice-president; Drennan O. Wade, president; Douglas W. Wade, secretary-treasurer.





Big Barge Spud Jacks



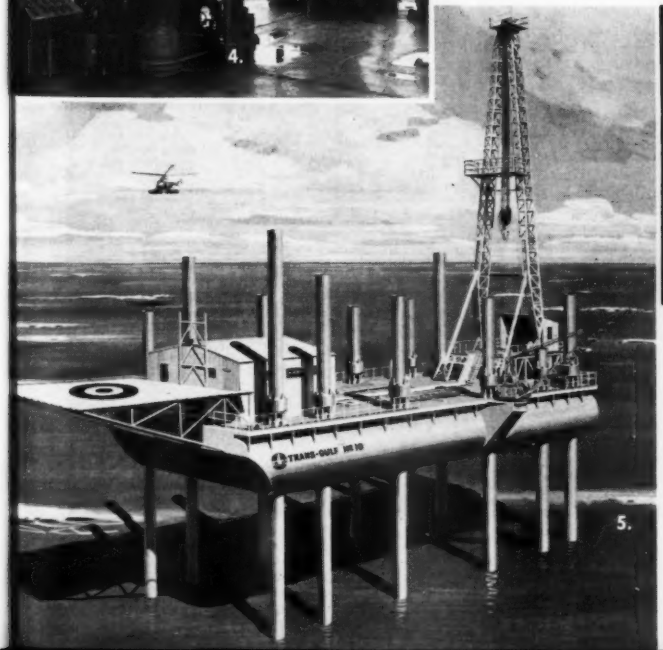
And Know-How By Specialist

JOE STINE

JOE STINE, INC. — ENGINEERS · DESIGNERS · FABRICATORS · MACHINISTS — HOUSTON, TEXAS

6022 Chocolate Bayou Road
Houston 21, Texas
P. O. Box 14471 JA 6-2001

"There's no Substitute for Experience."



Complete Facilities for all Fabricating And Machining Requirements

1. Typical mobile platform with big jack pistons.
2. Designed for use in Latin America.
3. One unit—8 sets used on this barge.
4. Partial view—12 sets used here.
5. Artist's drawing—elevated deck barge.
6. One of Joe Stine's first hydraulic spud jacks.

TRANS-GULF COUNTS ON CAMERON

Trans-Gulf's new Rig No. 10, the latest in single hull mobile drilling barges, COUNTS ON CAMERON for the best in drilling controls. When investments in drilling equipment run high, only the best in blowout prevention and mud line controls will do. That's why Trans-Gulf chose Cameron all the way—"QRC" Blowout Preventers, "Flex-Seal" Mud Valves, and Cameron Pressure Gauges. Our hearty congratulations and the best of luck to Trans-Gulf and the crew of Rig No. 10.

Cameron

IRON WORKS, INC.

P. O. Box 1212 — Houston, Texas

Export Office: 7912 Empire State Bldg., New York City. In England: Cameron Iron Works Ltd., 76 Grosvenor St., London W. 1 England.

News from the
SHIPYARDS

New British Built Bass Boat Attains Speed of 50 Knots

A new bass boat that can reach speeds of up to 50 knots has been designed by Ray Hunt and built by Fairey Marine Ltd. and Bruce Campbell of England.

The **Hunter 23** was introduced on the American market by George D. O'Day Associates, Inc. of Boston. Its manufacturer believes it will be ideal as an offshore crew boat.

In design the launch is built of four ply veneer with a total length of 23 feet, beam of 8 ft. 6 in., draft of 2 ft. 4 in., and a weight of 3500 pounds.

Four longitudinal stringers on the hull act as hydrofoils keeping the boat riding on the surface, and the air created between the strings acts as cushions when the boat is operated at high speed in rough weather.

Equipped with a centerboard, the **Hunter 23** is so stable that when driven downwind in rough seas, the operator can remove his hands from the controls and the boat will not broach.

With a seating capacity of 14 to 16, it will attain 30 to 40 knots utilizing a 150 hp engine and over 50 knots with twin engines of 350 hp.

BAY SERVICE hits the water at launching exercises by Calcasieu Shipbuilding Corporation, Sulphur, La. Believed to be the first vessel delivered in the Gulf Coast area in 1958, the extremely versatile crewboat is the second of its type to be delivered to Sea Service, Inc. in recent months. It is powered by two Buda Diesel Model 8 DATMR 1125 engines, each developing 254 hp.

From Calcasieu yards . . .

Crewboat for Sea Service

"Utility of design" is the keynote of the offshore crewboat **Bay Service,** said by Calcasieu Shipbuilding Corporation, to be the first vessel delivered in the Gulf Coast area in 1958.

Built for Sea Service, Inc., the **Bay Service** is a sister ship to the **Gas Service** which Calcasieu delivered to the same company last fall. W. H. Henderson, president of Sea Service, Inc., has been instrumental in designing this class of crewboats and has adapted the design for his offshore fleet.

Now under construction at the Calcasieu yards at Sulphur, La., is the **Job Service,** a third boat for Sea Service to be built along the same lines.

All parts of the **Bay Service** are interchangeable, including propellers and propeller shafts, and rudders.

It is propelled by two Buda Diesel Model 8 DATMR 1125 engines, each developing 254 hp and controlled from the wheelhouse by means of Westinghouse air controls. Also included in the engine room are two 20 kw 120/240 volt ac generator units, either of which is capable of carrying the full connected load of the vessel.

Additional engine room facilities include motor driven fire and bilge pumps and two motor driven air compressors for air starting.

Communications are provided from the wheelhouse to the engine room by means of a voice tube, with outlets in the wheelhouse and in the engine room.

On the forward deck is housed rugged anchor handling equipment with two No. 200 Danforth anchors, two hand windlasses, and 360 feet of ¾-inch galvanized cable for each anchor.

A 35-ft. by 20-ft. open after-deck makes the vessel particularly adapt-

(continued on next page)

Crew and cargo boat recently completed by E. W. & A. P. Dupont, Inc., seats 26 passengers and accommodates six crew members. The vessel, MISS DUPONT, is 87 feet long with a molded depth of 11 feet and a molded beam of 22 feet. Facilities include a large open cargo deck and an all electric galley.

How we can

HELP YOU

With your food and housekeeping problems

LESS ADMINISTRATIVE "HEADACHES"

We assume full responsibility, relieving you of details such as:

- Hiring
- Supervision
- Operation
- Labor Relations
- Purchasing
- Quality and Cost Control
- Accounting

LOWER COSTS

Our experience enables us to tailor services to your particular operation, cut waste, get the most for your money through our controlled purchasing system.

BETTER SERVICE

Providing good service is our business. We are already feeding more than eight million meals per year to industrial workers. Our experience is your best guarantee of satisfaction.

BETTER EMPLOYEE MORALE

You get greater working efficiency among employees who are well-fed. Good food, well-prepared and served, is the key to good morale among your employees.

•

For contract feeding and housekeeping on marine drilling rigs, quarterboats and in oilfield camps, write, wire or call for our proposal.

•

UNIVERSAL SERVICES OF TEXAS, INC.

Offshore Feeding Contractors
P. O. Box 705

Phone 5018 Morgan City, La.

Shipyard . . .

(continued from previous page)

able to utility work around the rigs.

Forward below the main deck are quarters for four men, consisting of four large berths with innerspring mattresses, four lockers, and toilet facilities.

Immediately aft of the crew quarters is a galley finished in mahogany, with deepfreeze, refrigerator, electric stove, and electric hot water heater. On the opposite side of the galley is a large crew's mess table covered with formica.

A companionway from the galley leads up to the main deck, opening into the passenger area. Passenger facilities include foam rubber seats, toilet, drinking fountain, and life preserver rack.

Forward of the passenger space, the raised wheelhouse affords maximum visibility forward and aft. All quarters, wheelhouse and galley were insulated and sheathed with marine plywood.

The **Bay Service** and companion ships are certified for commercial passenger service by the U. S. Coast Guard and incorporate all aids to navigation and safety features recommended by the Coast Guard for vessels of this type.

Todd Shipyards to Jumboize Large Tanker for Richfield

First tanker jumboizing project on the West Coast will be performed on the Richfield Oil Corporation tanker **David E. Day** at a cost of $3.5 million.

The Los Angeles division of Todd Shipyards Corporation has the contract for the operation which will increase the tanker's carrying capacity by 25 per cent.

Bow and stern sections of the ship will be removed and attached to a new cargo tank section which will lengthen the vessel by 48 ft. 6 in. and widen it by seven feet. An interesting sidelight is that the tanker will continue in service while the hull section is being built and will only be off duty a total of 60 days while the enlarged section is installed.

Arnold V. Walker Completes Crewboat for Houston Firm

Arnold V. Walker Shipyard, Inc., Pascagoula, Miss., has completed the **State Fair,** 86-ft. crew boat for the Pathfinder Boat Corporation of Houston, Texas.

Another vessel for marine operations recently constructed by the shipyard is an experimental float for the Humble Oil and Refining Company.

In April the company will apply final touches to a 98-ft. seagoing tug for the Crescent Towing & Salvage Company of New Orleans. Crescent plans to utilize the tug for moving drilling barges and for general towing in the Gulf. Arnold V. Walker Shipyard is a subsidiary of the Ingalls Shipbuilding Corporation.

CSC CALCASIEU SHIPBUILDING CORP.

N.W. CORNER CALCASIEU RIVER & INTRACOASTAL CANAL
CROSSROADS OF THE MARINE INDUSTRY

Designers, Builders, Quick Repair Service

24 Hour Service • Prompt Estimates

CARLYSS, LOUISIANA
JUstice 3-7381
JUstice 7-7191

SULPHUR, LA. (Nights)
JAckson 7-9002
JAckson 7-6498

HOMCO Reports Creation Of Subsidiary in Venezuela

HOMCO has announced the formation of a Venezuela subsidiary HOMCO International, C. A. An office has been opened in Maracaibo, Venezuela, and complete office and warehouse facilities are being constructed at near-by Las Morochas.

Officers and directors of HOMCO International, C. A. are George O'Leary, president, D. B. Allison, vice president and general manager and J. E. Peters, secretary-treasurer. A. F. Coleman, operations manager, is stationed in Maracaibo.

O'Leary, stated that HOMCO International, C. A. is now in operation in Western Venezuela, with complete fishing tool, directional drilling and electrical well services staffed by experienced engineers. In the near future, a complete oilfield supply division will be added, he said.

Lawrence Retires From Stewart & Stevenson

Stewart & Stevenson Services Inc., the world's largest distributor of diesel engines, has announced the retirement of J. M. Lawrence, assistant general manager of the company.

Lawrence

Mr. Lawrence has been with Stewart & Stevenson for 16 years, starting with the company as a material expediter in 1942. He is a 40-year resident of Houston and was with the Missouri Pacific Railroad Company for 17 years prior to joining Stewart & Stevenson.

Joe Manning, vice president and general manager of Stewart & Stevenson also announced the appointment of Sam McCleneghan as a project engineer.

Fleming Gets Dual Position With Welex on Gulf Coast

J. B. Fleming has been named vice president and division manager of the newly organized Louisiana Gulf Coast Division of Welex, Inc. in New Orleans, according to an announcement from the oil well service company.

In addition H. K. McArthur has been named vice president and manager of the Texas Gulf Coast Division of Welex, Inc. in Houston, Texas.

Welex, through the Louisiana and Texas Gulf Coast Divisions offers a complete line of perforating, electric resistivity logging, radioactivity logging, plug and packer service and all other necessary auxiliary wireline services to the oil industry throughout Texas, Louisiana, Mississippi, Alabama and to offshore operators in the Gulf of Mexico.

American MARC Announces New Officers and Directors

American MARC Inc., Los Angeles manufacturer of light weight diesel engines, announced that William A. Blees was elected to the board of directors at the annual shareholders meeting.

Mr. Blees has been special advisor to W. Denis Kendall, president of the company since September 1957. Mr. Blees formerly was a vice president and was responsible for the inception and reorganization of a number of General Motors subsidiaries. He is a resident of Beverly Hills, California.

Directors re-elected to serve for the ensuing year are W. Denis Kendall, president, Herbert G. Friedgen, Colonel James A. Duke, Jr., Wilson H. Bucknell, Lynn H. Montjoy and Dr. Joseph A. Sansone.

At another meeting, lovely Beverly Anderson of Arcadia, California, secretary to the president of American MARC, won the title of Queen of the Southern California Business Show, held at the Los Angeles Ambassador Hotel, February 25-28. The show was sponsored by the Southern California Chapter of the National Association of Accountants. The National Association of Accountants is an educational, research and service organization, whose purpose is to bring about a better understanding of the uses of accounting, as applied to the nation's economic endeavor.

Anderson

Southern Marine Underwriters Forms New South American Co.

L. K. Giffin, president, Southern Marine & Aviation Underwriters, Inc., New Orleans, recently announced the organization of Southern Overseas Underwriters, Inc., a wholly owned subsidiary of Southern Marine. The new corporation was organized to handle insurance and reinsurance on offshore and onshore oil drilling and production equipment located in Central and South America. In the beginning operations of Southern Overseas Underwriters, Inc. will be confined to Venezuela, but the company will eventually operate in most of the Central and South American countries.

Officers and directors of Southern Marine & Aviation Underwriters, Inc., L. K. Giffin, president, Lee M. Stentz, vice president, Fred Kriedt, vice president and Joseph Rivette, Jr., secretary-treasurer are also the officers of Southern Overseas Underwriters, Inc.

Charles D. Wood of Charles D. Wood Company, New Orleans, marine surveyors and Rush Johnson of Rush Johnson & Associates, Houston, oil field insurance adjusters are in charge of the loss prevention engineering and loss adjustment sections of both companies.

Product Development Names Millegan As Sales Engineer

Product Development Company of Houston has announced the appointment of Dwight Millegan as sales engineer.

Prior to his new appointment, Millegan was affiliated with the Pacific Lumber Company in San Francisco and Houston.

Product Development Company is a market research and development group and handles specialty oil well drilling muds.

Kenyon And Jones Promoted By Mid-Continent Supply Co.

Mid-Continent Supply Company has promoted J. P. Jones to general office and personnel manager in line with a company expansion program.

New assistant general manager of sales is J. H. Kenyon, who was formerly with the machinery division.

Jones, a 16-year veteran with the company, had been serving as assistant to the general division manager. He moved into the Fort Worth

(continued on next page)

(continued from previous page)

headquarters last year from the Gulf Coast division.

Kenyon, who has been with Mid-Continent for 10 years, is a graduate of Virginia Military Institute

Delta Tank Appoints Massey To Position of Chief Engineer

J. E. (Jap) Massey has been appointed chief engineer for Delta Tank Manufacturing Co., Inc. it was announced by Hal S. Phillips, president.

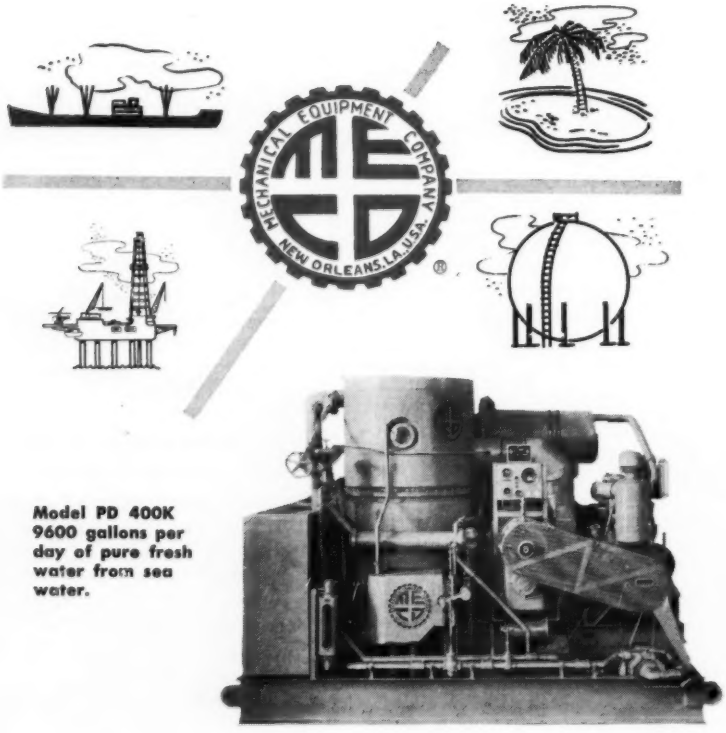
At the same time, Mr. Phillips announced that John S. Perry has joined Delta Tank and will assume Mr. Massey's former duties as District Sales Manager in Delta's Houston, Texas, branch office.

Mr. Massey joined Delta in 1954 as a sales engineer. Subsequently he was named district sales manager in Delta's Houston office, specializing in sales engineering activities for Delta's pressure vessel division. He is a Texas A & M graduate.

Mr. Perry attended Rice Institute, receiving a bachelor of science degree in 1926. Prior to joining Delta Tank early this year, he served in sales capacities in both Houston and Tulsa, Oklahoma.

Delta, a wholly-owned subsidiary of General Gas Corporation, is a leading producer of pressure vessels and other heavy equipment for the petroleum, chemical, petrochemical and liquefied petroleum gas industries. Its main manufacturing center is in Baton Rouge, Louisiana.

dependable performance . . .



Model PD 400K 9600 gallons per day of pure fresh water from sea water.

MECO sea water distilling units are available in a full range of sizes. From 15 GPH to 50,000 GPD, our thermocompression units are in operation all over the world, wherever water is a critical item.

Conservatively engineered, carefully manufactured, MECO equipment can provide water for **you**—continuously, economically.

MECHANICAL EQUIPMENT COMPANY

861 Carondelet St. **MAgnolia 7271**

New Orleans 12, La.

Selections by Ideco Cover Foreign and Domestic Areas

Appointment of three domestic representatives and three foreign representatives by Ideco, Inc., a Dresser Industry of Dallas, Texas, has been announced by E. F. Shiels, Ideco vice president.

Berwin L. Price has been transferred from Ideco's sales department in Dallas to Beaumont, Texas. He will headquarter at the Ideco plant there and represent Ideco in the Gulf Coast Area.

Charles W. Harrison has joined the company at the Houston office, and will also have technical service responsibilities in the Gulf Coast Area. Harrison has had prior sales experience with another large manufacturer of drilling equipment as well as with Parkersburg Rig and Reel Company and Ingalls Shipbuilding Corp.

On the West Coast, Shannon L. Matheny, Jr. has been added to the Ideco California Oilfield sales organization and will headquarter at Ideco's Long Beach office. He was formerly with Standard Vacuum in Indonesia and Continental Oil Company in California.

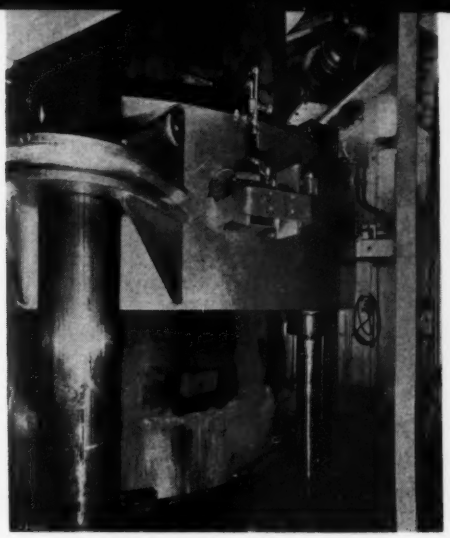
Price

Overseas, George Cance has been named European Manager for Ideco products. In this capacity he will handle European sales of Ideco products made in the U. S., and by European licensed manufacturers. Cance will be associated with Societe Francaise des Industries Dresser, S. A., an affiliate company of Dresser Industries. His offices will be in Paris with Raymond Chesneaux, President of S.F. d. I.D., S.A.

Allen Heads Venezuelan Post For Rector Well Equipment

Irwin B. Allen of Caracas, Venezuela, has been appointed sales representative for Rector Well Equipment Company, Inc. in Venezuela, according to Jerry Pinkard, Rector sales manager. Allen has been in Venezuela for the past 10 years and was formerly president of Peticon. His headquarters will be Apartado Candelaria 9025, Caracas.

Nerve center of MR. GUS II is this central control room, from which all hydraulic operations can be controlled, including jacks, mat, anchor winches, pile drivers and derrick skid jacks.



During operations position of each of the four jacking yokes can be controlled within ⅛-in.

Design features of Mr. Gus II's . . .

Electro-Hydraulic System

By THOMAS R. PORTER
Manager, Servo Control Division
The Oilgear Company

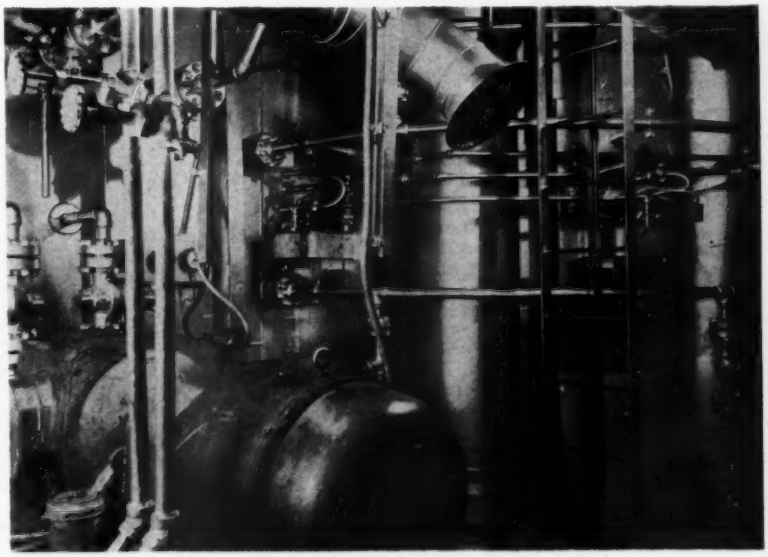
MR. GUS II, the world's largest drill barge built at a cost of more than $6.5 million and equivalent in size to five U. S. Destroyers, has recently completed a triple oil well in Block 70, West Delta Area, offshore from Grand Isle, Louisiana. This triple completion wildcat was drilled in 136 ft. water, the deepest water yet drilled.

One of the most important design features of **Mr. Gus II** that has helped make this drilling feat possible is the barge's fluid power system with its automatic and semi-automatic electro-hydraulic servo-controls that lower and raise the barge and mat, operates anchor winches, pile drivers, and skids derrick to drilling position.

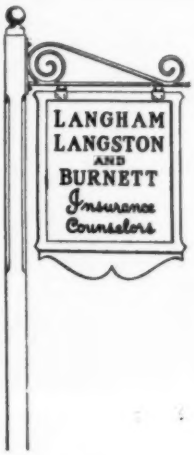
Basic components . . . The basic components of this drilling barge are—a mat, a platform, a drilling bridge, four caissons and the hydraulic jacking system. The steel mat is a 200 ft. by 180 ft. by 10 ft. flat rectangular structure, with 3-ft. scour skirt, ballast and floatation compartments.

This mat serves as a foundation for the main drilling structure during the drilling operations. Near each of the four corners of the mat are fixed, 10-ft. diameter cylindrical caissons extending upward 235 ft. through openings in the platform. When lowered, caissons act as legs for the drilling platform. The 6000-ton 173 ft. by 104 ft. by 22½ ft. steel platform is a three deck, barge-like structure which supports and houses the personnel and equipment necessary for drilling operations. Electro-hydraulic operated jacking gear is fitted about each caisson and effects a uniform lifting or lowering motion between the caisson and the platform. Automatic or semi-automatic operation is from a central control room.

Positioning barge . . . Mr. Gus II is towed to the approximate drilling location by tugs. Anchors are then put out from the four corners of the barge and cables tightened until anchors are set. The barge is then



Pumping unit is located in the same compartment with the jacking cylinder. Each system consists of two variable delivery pumps with integral auxiliary pumps, valves and reservoirs.



CASUALTY
FIRE
MARINE
FIDELITY BONDS
SURETY BONDS
LIFE

3700 Montrose Blvd.
Houston, Texas
JA 3-4481

Electro-Hydraulic System . . .
(continued from previous page)
winched into the exact drilling position by the hydraulic powered windlasses. Each windlass is driven and controlled by the fluid power from two Oilgear two-way variable delivery pumps operating in parallel. These are the same pumps that supply fluid power to operate the caissons and mat.

Lowering mat and caissons . . . The mat is lowered by a series of jacking actions under the control of the jacking "gear" cylinders against a slight positive or negative buoyant force regulated by the floatation chambers in the mat until the mat makes contact with the floor of the Gulf.

The jacking "gear" at each corner consists of six 20-inch diameter double-acting cylinders arranged in a circle around the caisson mounted to the lower barge deck. Each ram end is bolted to a circular yoke which surrounds the caisson. The compartment in which the yoke operates is known as the yoke house. The yoke is guided on two rods in the same circumference as the cylinders. The guide rods are supported on the floor of the upper deck and yoke house top. The yoke carries eight locking pins which are moved in and out radially by air cylinders to engage corresponding reinforced holes in the caissons. These rings of holes in the caisson are spaced every 8 ft. 2 in. throughout the active height of the caisson. The platform structure carries another set of eight pins located between the jacking cylinders.

The jacking operation at each caisson is therefore . . . (1) to extend the rams from the cylinders to full stroke, (2) engage the yoke pins with the caissons, (3) direct fluid power from the pumps to the ram end of the six cylinders, pulling down on the caisson for a stroke of 8 ft. 2 in., (4) engage the platform pins to the caisson (thus locking platform to caissons), (5) retract the yoke pins, (6) repeat step one.

Synchronizing jacking operations . . . The four hydraulic systems at the caissons operate independently of each other but are synchronized through the electro-hydraulic control mechanism to raise or lower platform uniformly and maintain a close level accuracy. Each system consists of two variable delivery pumps with integral auxiliary pumps, valves and reservoirs. The pumps are electric motor driven, radial, rolling piston, two-way variable dis-

FINER EQUIPMENT—

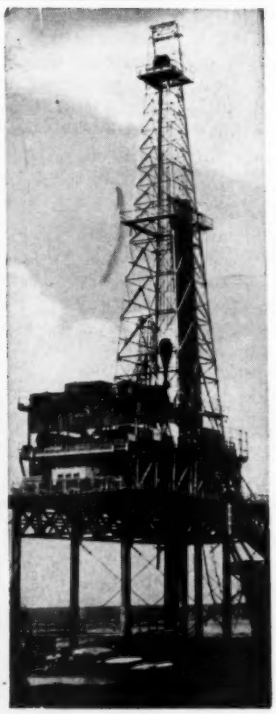
FOR FASTER, MORE EFFICIENT SERVICE!

The 51' ROBIN ANN is one of a fleet of crewboats maintained by Robin Boat Rental Service, Inc. to serve the oil industry offshore. Included in the fleet are many other 51' boats of this type built by Equitable Equipment Company, Inc. of New Orleans. The ROBIN ANN is built in accordance with American Bureau of Shipping standards and U. S. Coast Guard requirements for carrying passengers for hire. She is ruggedly constructed and seaworthy, but outfitted on par with the finest pleasure yachts afloat.

Crewboats for Sale or Charter to VENEZUELA

Call us for: Crewboats, Seagoing Tugs, Big Tenders

ROBIN BOAT RENTAL SERVICE, Inc.
Phone FOrest 6-7217 - 8
2121 8th St. Harvey, La.

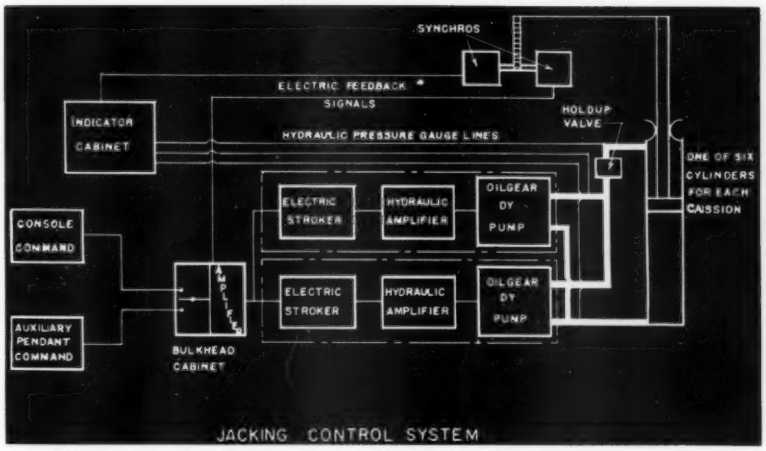


For Offshore Drilling!
use
FITLER
PURE MANILA
MARINE ROPE
and
OILFIELD CORDAGE

Identified by the blue and yellow registered trademark and treated to insure flexibility whether wet or dry.

"Waterproofed" and "Rotproofed"

The EDWIN H. FITLER CO.
ESTABLISHED 1804 PHILADELPHIA 24, PA.



Control of each Oilgear hydraulic pump is accomplished by relaying the command signal to a 1/150 hp servo motor geared to the hydraulic force amplifier which controls the position of the slide block in the pump.

placement types. One line from the two pumps is connected to the ram ends of the six jacking cylinders while another line from the two pumps is connected to the piston ends of the six cylinders. The direction and velocity of the six rams is determined by the position and stroke of the slide-blocks in the pumps. Pressure gauges for these pumps are located in the central control room.

As a safety measure, electric operated or hold-up valves (no power loss) are located as close to each cylinder as practicable to hold up the mass in case of power or piping failure.

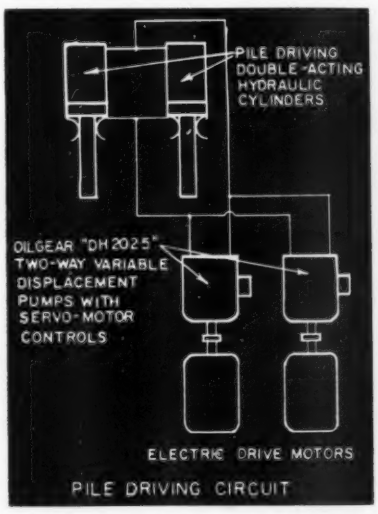
The remote control system was designed and built by the Servo-Control Division of the Oilgear Company. An electro-hydraulic servo-control system, designed especially for this rig, controls the eight Oilgear type "DY-6025" pumps supplying power to the twenty-four cylinders located around the periphery of the four caissons. The control console, from which all the pumps may be controlled in unison, is located in the central control room on the main platform.

An automatic synchronizing system is incorporated in the control which electrically compares and compensates for errors in the jacking speed of the individual caissons and shuts down the operation if the position of the platform with respect to the master caisson exceeds 2 in. or approximately 1/30 of a degree tilt by the platform.

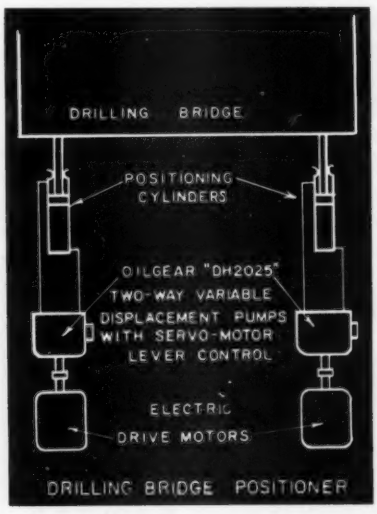
A power limiting control prevents overload of the electric motors driving the hydraulic pumps.

A hand pendant control provides a means of controlling a pumping

(continued on next page)


PILE DRIVING DOUBLE-ACTING HYDRAULIC CYLINDERS
OILGEAR "DH 2025" TWO-WAY VARIABLE DISPLACEMENT PUMPS WITH SERVO-MOTOR CONTROLS
ELECTRIC DRIVE MOTORS
PILE DRIVING CIRCUIT

A pile pusher and drive system is located about half way down inside each of the four spuds.


DRILLING BRIDGE
POSITIONING CYLINDERS
OILGEAR "DH2025" TWO-WAY VARIABLE DISPLACEMENT PUMPS WITH SERVO-MOTOR LEVER CONTROL
ELECTRIC DRIVE MOTORS
DRILLING BRIDGE POSITIONER

Bridge positioners are also used to sink conductor pipe at the start of each drilling operation.

MARINE AND INDUSTRIAL SUPPLIES

MAC SAYS:

Call him for Shipboard Wiring Supplies and Equipment.

Big stock on hand of

Hose-McCann Telephones.

Russell & Stoll Ltg. Fixtures.

Wire & Cable
Lighting Fixtures
Outlet & Junction Boxes
Switches & Switchboards
Motors & Controllers
Axial Flow Fans
Centrifugal Fans
Generators—Shaft driven
Pumps—To handle all liquids
Cable Hangers
Connectors—All sizes
Searchlights
Floodlights
Storage Batteries
Battery Charging Panels
Electrical Spare Parts

MARINE CONSTRUCTION

Specialists In DC Equipment & Offshore Elec. Repairs

SWITCHBOARDS

Motor Rewinding

WIRING

24-HOUR SERVICE

McINTOSH ELECTRIC

4775 PORT ARTHUR ROAD
BEAUMONT, TEXAS

Phone: Terminal 5-2517

When You Need the Best in - - -

- **Exploration Boats**
- **Production Boats**
- **Crew Boats**

CONTACT:

MARINE SERVICE CO.

BOAT RENTALS

R. L. "Red" Shibley
HOmestead 5-4122

1220 West 18th Street
Houston, Texas
UNderwood 4-1463

J. D. "Johnny" Wiech
HOmestead 5-7618

POWER BY KENNEDY

. . . aboard this 32′ all-steel crew boat whose 38.3 m.p.h. makes her the FASTEST boat of her type IN THE WORLD. Twin screw, she is powered by two GM Series 6-71B marine diesel engines supplied by . . .

KENNEDY MARINE ENGINE CO.

GM GENERAL MOTORS DIESEL POWER

Distributors of General Motors Diesels, Onan Gasoline and Diesel Electric Plants, Bendix Depth Recorders, Surrette Marine Batteries. Call today for quick service.

GM GENERAL MOTORS DIESEL POWER

BILOXI, MISSISSIPPI

P. O. Box 915 Phone ID 2-1531

Electro-Hydraulic System . . .

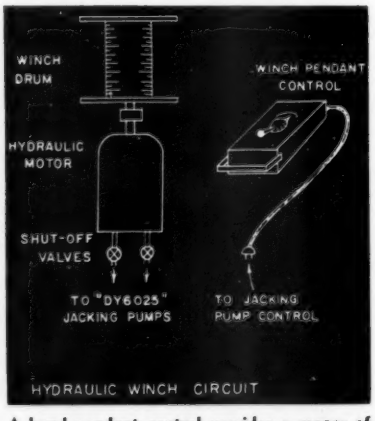
(continued from previous page)

station from below or above deck wherever an electric control outlet is provided. This control is used for windlass operation and all other auxiliary use for which the system is designed. A selector switch mounted on the control console permits the operator to select any of the four modes of operation, namely . . . central jacking—central windlass—individual jacking and pendant control.

Servo-control consists of an electro-hydraulic stroker, which varies the oil delivery rate and changes the direction of flow from the pump in response to a low-level electrical input signal.

Driving piles . . . While the platform is being raised, two pumps with servo-motor level controls located approximately half way down in the caissons are operated to push the 7 ft. diameter by 130 ft. piles 40 to 65 ft. into the Gulf bottom. Each pile pusher and drive system is located inside the 235 ft. long by 10 ft. diameter caisson. Once piles are in place the anchors may be retrieved.

Moving derrick . . . During the preceding operations, the drilling bridge unit, which carries the derrick, draw-works and rotary, is stowed amidships. For the drilling operation, the bridge is moved hydraulically to the after end of the platform. Two variable delivery pumps with servo-motor lever control supply fluid power to cylinders to move bridge to and from edge of platform. These pumps also supply power to the drilling caisson pusher on the bridge. The pusher, through hydraulic cylinders, is used to sink a conductor pipe which extends from the bridge to the Gulf bottom.



A hand pendant control provides a means of controlling a pumping station from below or above deck.

Mobile Units, Tenders, And Self-Contained Platforms Gulf Coast Area

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Barnwell Offshore, Inc. Self-elevating 176′ x 176′ x 152′ with three 145′ legs	"Mister Cap"	To 100′	Shut down in Main Pass Area
Blue Water Drilling Corp. Submersible	Rig No. 1	70′	Drilling in Block 896, Mustang Island Area, For Shell Oil Company
The California Company Submersible 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons	S-45		Bay Marchand, La., Rowan Drilling Co., contractor
The California Company Submersible 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Shut down for repairs
Continental Marine Exploration Co. Submersible 230′ x 99′ with 54′ between fixed hulls	"M & H Drilling Platform No. 12"	To 30′	Drilling in Block 11 South Timbalier for The Texas Co.
Coral Drilling Company Submersible 180′ x 151′ x 84′ with four pontoons	"Mr. Arthur"	To 70′	Drilling in Block 10, E. Cameron Area, Coral Drilling Co.
Deepwater Exploration Co. Self-elevating overall 121′ x 118′	"Deepwater No. 2"		Completely salvaged unit at LeTourneau, Vicksburg yard.
Delta Marine Drilling Co. Submersible	"Chris Zeppa"	To 35′	Block 66, East Cameron Parish
Dixilyn Drilling Corp. Self-elevating 194′ x 152′ overall. Three 175′ legs	"Julie Ann"	To 105′	Drilling in Block 21, Gulf of Mexico, for Gulf Oil Corp.
C. G. Glasscock Drilling Co. Self-elevating. Deck 258′ x 104′, pad 200′ x 180′ with four 10′ dia. columns	"Mr. Gus II"	138′	In Block 70, West, Delta Area waiting to move to new location
Gulf Marine Drilling, Inc. Submersible	Rig No. 1	30′	Drilling La. State Lease 1483 for Gulf
Kerr-McGee Oil Ind., Inc. Submersible 13′ x 54′ x 160′ with two 13′ x 14′ x 110′ pontoons	Rig 40	To 20′	Drilling for Pure Oil Co., Block 32, Eugene Island Area
Kerr-McGee Oil Ind., Inc. Submersible 13½′ x 72′ x 140′ with two 13½ x 13½′ x 140′ pontoons	Rig 44	To 40′	Drilling in Block 28, Ship Shoal Area for Kerr-McGee, et al.
Kerr-McGee Oil Ind., Inc. Submersible 142′ x 69′ x 13′6″, with two 10′ x 11′ x 146′ pontoons	Rig 45	To 35′	Waiting on new location
Kerr-McGee Oil Ind., Inc. Submersible	Rig 46	To 70′	Drilling in Block 39, Vermilion Area for Pure Oil Co.
Kerr-McGee Oil Ind., Inc. Submersible	Rig 47	To 70′	Drilling for Phillips in Block 28, South Timbalier
Louisiana-Delta Offshore Corp. Submersible 180′ x 151′ x 12′	Drill Barge Louisiana	To 65′	Under construction at Ingalls Shipbuilding Corp.
Louisiana-Delta Offshore Corp. Submersible 156′ x 90′	Drill Barge Delta	To 25′	Stacked
Magnolia Petroleum Co. (Drill barge on piling)	Rig 52		Out of service
Marine Drilling Inc. Submersible 12′ x 74′ x 200′ with four fixed pontoons	"101"	To 45′	Drilling Cameron Area for Mecom Petroleums
Movible Offshore Co. Robert Macy Design 201′ x 211′ x 110′	"Movible No. 2"	To 80′	Drilling for Shell, Mustang Island Area
Noble Barge Co. Twin-hull submersible 217′ x 100′	"Lloyd Noble S-66"	To 100′	Being built at Avondale Marine Ways

Offshore OIL INSURANCE

—Loss prevention service included!

YOUR INSURANCE AGENT or broker knows the importance of experienced handling in arranging proper coverage, and he knows how much proper servicing of losses can mean to you. For this reason he will probably recommend placing the insurance on your offshore oil drilling and production equipment with a specialized market such as Southern Marine.

Important too, our Loss Prevention Service (included at no extra cost) is geared to work with you in preventing loss to (1) reduce future insurance costs and (2) prevent equipment down-time. Even with full reimbursement for loss or damage, equipment down-time for repairs knocks out your income. Ask those who use our Loss Prevention Service how well it works.

SOUTHERN
MARINE & AVIATION UNDERWRITERS, INC.
NEW ORLEANS

610 Poydras Street Telephone TUlane 5266

L. K. GIFFIN, President
LEE M. STENTZ, FRED L. KRIEDT, Vice Presidents

The World's Finest
ANCHOR
because it's a

DANFORTH®
17
standard sizes
300 lbs. to
21,000 lbs.
Smaller sizes from 2½ lbs. up...
DANFORTH® The World's Finest ANCHORS
2147 Allston Way
Berkeley 4, Calif.

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Ocean Drilling & Exploration Company Submersible 200' x 300' x 98'	"El Dorado"	To 70'	Under contract at Alabama Dry Dock and Shipbuilding Company for April 1, 1958 delivery. Upon delivery will drill offshore from Isthmus of Tehuantepec, Mexico, on Gulf side
Ocean Drilling & Exploration Company Submersible 132' x 220' x 58'	"Mr. Charlie"	40'	Drilling for Shell Oil, Block 27, South Pass Area
Ocean Drilling & Exploration Company Submersible 120' x 180' x 49'	"John Hayward"	30'	Drilling for self, et al. Block 9, East Cameron Area
Ocean Drilling & Exploration Company Submersible 200' x 300' x 93'	"Margaret"	To 60'	Drilling for Shell, Block 128, Ship Shoal
Ocean Drilling & Exploration Company Submersible 120' x 180' x 50'	"St. Louis"	To 30'	Drilling for Shell, Block 27 South Pass Area
The Offshore Company Self-elevating 8½' x 70' x 203' with twelve 6' dia. caissons	Mobile Unit No. 51		Bayou Bouef Louisiana
The Offshore Company Self-elevating 13½' x 117' x 220' with fourteen 6' dia. caissons	Mobile Unit No. 52		Corpus Christi Mustang Area
The Offshore Company Submersible 12' x 74' x 200' with four 6' dia. caissons	Mobile Unit No. 53		Block 67, West Cameron Area
The Offshore Company Self-elevating 200' x 104' x 15' with eight 12' dia. towers	Mobile Unit No. 54		Block 63 S. Timbalier Area
The Offshore Company Self-elevating 200' x 104' x 15' with eight 12' dia. towers	Mobile Unit No. 55		In Jamaica, for repairs
The Offshore Company Self-elevating	Mobile Unit No. 56		Under Construction by American Bridge, Orange, Texas
Penrod Drilling Company Submersible 150' x 190'	"Jim Woodruff"	To 70'	On location in Bay Marchand Area
Placid Oil Co. Twin submersible hulls, each 72' x 178'	Unnamed	To 100'	Being built by Levingston at Orange
Reading & Bates Offshore Drilling Company Self-elevating	"C. E. Thornton"	To 90'	Being built by LeTourneau. Christened March 22, 1958
Rimrock Tidelands, Inc. Submersible	Unnamed	To 35'	Under construction for March, 1958 delivery by Southern Shipbuilding Corp., Slidell, La.
Sea Drilling Corp. Submersible	"Seadrill 2"	30'	Contract awarded to American Marine Corp., New Orleans
Sea Drilling Corp. Submersible	"Seadrill 3"	30'	Drilling for The Texas Co. South Caillou Island Area
Southeastern Drilling Corp. Submersible 11' x 90' x 156' with four pontoons	Rig 22, Barge 8		Shut down at Venice, Louisiana
Trahan Exploration, Inc. Submersible 66' x 136' x 180'	"Mr. Bob"	To 50'	To be built by American Bridge, Orange, Texas
Trans-Gulf Offshore Drilling, Inc. Self-elevating	"Trans-Gulf No. 10"	75'	Christened March 7 at Adams Terminal, Houston, Texas
Union Producing Co. Submersible 160' x 190'	Unnamed	To 76'	Under construction at Todd Shipyards Corp., Houston
Universal Drilling Company Self-elevating	"Mr. Louie"	To 130'	Under construction by Port Houston Iron Works
Zapata Off-Shore Company Self-elevating. 194' x 152' overall. Three 145' legs	"Vinegaroon"	To 80'	Block 68, Vermilion Area
Zapata Off-Shore Company Self-elevating. 20' x 80' x 140', with three triangular legs	"Scorpion"		On location Cay Sal Bank, Bahamas

Drilling Tenders

OWNER	NAME	WATER DEPTH	PRESENT STATUS
An-Son Offshore Drilling Co.	"Carl B. Anderson"		Commissioned Nov. 2 at Equitable Equipment Co.
The California Company Converted LST, 328' x 50'	S-21	22'	Bay Marchand, Louisiana West Delta Area,
The California Company Converted LST, 328' x 50'	S-22		On stand by
The California Company Converted LST, 328' x 50'	S-23	45'	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company LST, 328' x 50'	S-24		On standby
The California Company LST, 328' x 50'	S-25	39'	West Delta, Louisiana, Loffland Bros. rig
The California Company LST, 328' x 50'	S-26	23'	Main Pass, Louisiana, Loffland Bros. rig
Coastal-Marine Drilling and Construction Corp. New tender, 272' x 56'	Howard S. Cole Jr. Coastal-Mariner No. 1		Building platform and preparing to drill in Block 27 south Timbalier Area.
CATC Group New tender, 260' x 54'	"J. C. Craig"	50'	Drydock
CATC Group New tender, 260' x 54'	"Carle Sharp"	72'	Block 63, East Cameron Well B-3
CATC Group New tender, 260' x 54'	"Ernie Miller"	50'	Drydock
CATC Group New tender, 260' x 54'	"Jack Cleverley"		Block 44, West Delta, Well D-4
Deepwater Exploration Co. Converted LST, 328' x 50'	"Deepwater No. 1"		Block 174 Ship Shoal
Delta Marine Drilling Co. Converted LST, 326' x 50'	"Joseph Zeppa"	42'	Drilling for MCN, West Cameron Area
Gulf Oil Corporation New tender	"Dolphin"		Completed, placed in moth ball fleet at Orange, Tex., engines pickeled, and rig stacked
Gulf Oil Corporation Converted LST, 328' x 50'	"Eagle"	118'	Block 135, South Timbalier Area
Gulf Oil Corporation New tender, 272' x 60'	"Pelican"	136'	Block 131, South Timbalier Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-1	50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-2	40'-50'	Eugene Island
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-3	60'-65'	South Timbalier
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-4	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-5	40'-50'	At Orange, Texas for storage
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-6	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-7	50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-8	60'-65'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-9	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-10	40'-50'	West Delta Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-11	40'-50'	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-12	45'-60'	Standing by

YOUR THIRD EYE FOR SAFETY

Bendix MR-3B
HIGH PERFORMANCE
LOW COST RADAR

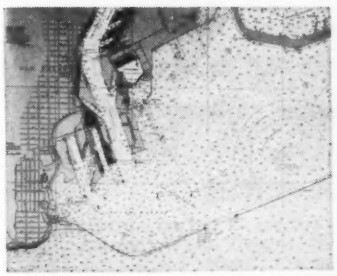
Here's **advanced** radar performance that gives you accurate, high definition — at a cost you can afford.

With the big 10" tube you get a clear picture of floating derelicts, buoys, vessels, islands, shoreline and docks for easy, **sure** navigation in any weather, night or day.

The Bendix MR-3B is compact and easy to install. The simplified 2-unit design — indicator and antenna — permits easy installation in limited space. It is only necessary to connect the 2 units with a single flexible cable.

The Bendix Radar is comparable to the finest radar equipment available. It provides 4 ranges — 40 yards to 20 miles — and a host of other outstanding features, including low power drain, ease of operation and service, and lightweight antenna.

See the Bendix Radar at your dealer or write for complete information.



The accuracy and high definition of the Bendix Radar is evident in these comparison photographs of a chart of the Los Angeles Harbor and the Bendix Radar scope presentation.

Bendix
PACIFIC DIVISION
Bendix Aviation Corporation
NORTH HOLLYWOOD, CALIF.

Manufacturers of the finest Marine Electronic Equipment • Depth Sounders
Automatic Pilots • Radio Telephones • Direction Finders • Tachometers
Portable Power Generators

Consmar Corp.
New Orleans

Serving the OFFSHORE OIL INDUSTRY

ALL TYPES OF WORK BOATS AVAILABLE ON A COMPLETE RENTAL & OPERATIONAL SERVICE.

Write, Wire or Phone

Consmar Corp.

New Orleans

609 Natl. Bank of Commerce Bldg.

MA 1596

DELTIDE
FISHING & RENTAL TOOLS INC.

AT YOUR SERVICE 24 HOURS A DAY

Fishing Tools-Rental Tools

Wash Pipe and Drill Pipe

Our Specialists In Well-Reaming and Fishing Tool Operation are Former Drillers

●

TOOL RENTALS

REAMERS — INSIDE CUTTERS — OUTSIDE CUTTERS
BLOWOUT PREVENTERS — DRILL PIPE — COLLARS
PNEUMATIC TONGS

Call Our Nearest Office for Instant Service

●

DELTIDE

FISHING & RENTAL TOOLS, INC.

LAKE CHARLES
P. O. Box 194
HEmlock 9-9421

MORGAN CITY
P. O. Box 743
Phone 9068

HARVEY, LA.
P. O. Box 148
Fillmore 1-1644

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Kermac I" Rig 16		Waiting on Location
Kerr-McGee Oil Ind., Inc. New Tender, 250' x 50'	"Kermac II" Rig 43		Waiting on new location
Kerr-McGee Oil Ind., Inc. New Tender, 250' x 50'	"Kermac III" Rig 48		Waiting on new location
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Frank Phillips" Rig 39		Waiting on new location
Llano Drilling Company New tender, 260' x 54'	"Clayton G. Dorn"		In Drydock Orange, Tex.
Magnolia Petroleum Co. (Converted YF)	"Gulf Coast Barge No. 2"		West Cameron Area, Block 17; Well A-2, drilling, wildcat
MCN Group Converted YF	MDT-1	27'	Block 12, South Pelto Area Well "D-3," drilling
MCN Group Converted YF	MDT-2	52'	Waiting on Location
MCN Group Converted YF	MDT-3	32'	Waiting on Location
MCN Group Converted YF	MDT-4	50'	Block 64, East Cameron Well A-4, drilling
MCN Group Converted YF	MDT-5	32'	Waiting on Location
MCN Group Converted YF	MDT-6	35'	Block 120, Eugene Island, Well "O-2," drilling
MCN Group Converted YF	MDT-7	27'	Block 72, Ship Shoal Area, Well G-1, drilling
Pan American Petroleum Corp. Converted LST, 328' x 50'	"Pan American 50"		Orange, Texas
Phillips Petroleum Company Converted YF, 260' x 48'	"K. S. Adams" Rig 40	24'	Bay Marchand, Block 5
Pure Oil Company Converted LST, 328' x 50'	"R. W. McIlvain"		Orange, Texas (Shipyard)
Reading & Bates Offshore Drilling Company	"J. W. Bates"	60'	Drilling for CATC, Block 72, East Cameron Area
Reading & Bates Offshore Drilling Company	"George M. Reading"	60'	Moving on location for Shell Oil Co. Block 175, Eugene Island Area
Southeastern Drilling Corp. Converted YF	Rig 12, Barge 9		Shut down, Industrial Canal, New Orleans, Louisiana.
Zapata Off-Shore Company Converted YF, 260' x 48'	"Nola No. 1"	16'	At Galveston, waiting on location

Self-Contained Platforms

Arkansas Fuel Oil Corp.	54' x 145'	1956	Drilling equipment removed, wells S.T. 904, 905, 911 shut in	
CATC Group	106' x 220'	1955	Block 47 Grand Isle, La.	95'
CATC Group	110' x 146'	1956	Block 40 Grand Isle	82'
CATC Group	110' x 146'	1956	Block 45 West Delta	50'
CATC Group	110' x 146'	1956	Block 58 West Delta	49'
CATC Group	110' x 146'	1957	Block 47 Grand Isle	88'
CATC Group	110' x 146'	1957	Block 45 West Delta	50'
CATC Group	110' x 146'	1957	Block 48, Grand Isle	97'
Forest Oil Corp.			Block 4, E. Cameron, Gulf Marine Drilling Inc. (Power-Package rig)	
Gulf Oil Corporation	120' x 145'	1957	Block 154 Ship Shoal Area Salt Dome Production Co., contractor	61'

COMPANY	DESCRIPTION	YEAR BUILT	LOCATION	WATER DEPTH
Gulf Oil Corporation	120' x 145'	1956	Finished drilling in Block 154 Ship Shoal Area. Waiting to be moved to Morgan City, La.	
Humble Oil & Refg. Co.	78' x 200'	1956	Block 18 Grand Isle	50'
Humble Oil & Refg. Co.		1958	Block 16 Grand Isle	
MCN Group	54' x 262'	1956	Block 126, Eugene Island Area, Well M-6, drilling	38'
MCN Group (Baker's Well Service, Inc. Contractor)	52' x 106'	1951	Waiting on Location	
MCN Group (Southeastern Drilling, Contractor)	106' x 140'	1956	Waiting on Location	
MCN Group (Zapata Off-Shore Co. contractor)	54' x 106'		Waiting on Location	
MCN Group (Delta Drilling Co. contractor)	52' x 106'		Block 110, West Cameron Block 110 Field. Well "A-3", drilling	40'
Mecom Petroleums	82' x 193'	1948	Rig removed from platform	34'
Phillips Petroleum Co.	85' x 140'	1955	Block 184, Eugene Island Area, vacated, platform remains	84'
Phillips Petroleum Co.	88'9" x 140'	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor	52'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 172, Eugene Island Area. Vacated platform	77'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 191, Eugene Island. Platform inactive	81'
Phillips Petroleum Co.	88'9" x 140'	1957	Block 129, Eugene Island Area. Company tools	57'
Pure Oil Company	52' x 106' with 51' x 82' pipe rack	1957	Block 126, East Cameron, Well A-3, Loffland rig	72'
Shell-Union	82' x 196'	1955	Block 116, Eugene Island Area Platform A. Shut down	48'
Shell-Union	82' x 196'	1956	Block 116, Eugene Island Platform "B". Shut down	50'
Sinclair Oil & Gas Co.	(L-shape)	1955	Block 175, Eugene Island Area, Rimrock Tidelands, contractor	87'
Sinclair Oil & Gas Co.	112' x 133'	1956	Block 86, South Timbalier Area, Rimrock Tidelands, contractor	92'
Sinclair Oil & Gas Co.	118' x 142'	1957	Block 175, Eugene Island Area.	85'
Sinclair Oil & Gas Co.	118' x 142'	1957	Block 190, Eugene Island Area. Rimrock Tidelands, contractor	72'
Sinclair Oil & Gas Co.	118' x 142'		In storage at McDermott Bayou Boef yard	
Sinclair Oil & Gas Co.	80' x 180'	1955	Block 15, South Timbalier. No rig in operation.	
The Superior Oil Co.	138' x 326'	1955	Block 71, West Cameron. Well B-6 (directional)	48'
The Superior Oil Co.	144' x 326'	1954	Block 71 Field, West Cameron. Well C-3 (directional) Block 101	43'

NEW PRODUCTS and Literature

. . . In the News

15,000 Psi Pumping Truck Announced by BJ Service

BJ Service, Inc., a subsidiary of Borg-Warner Corporation, has announced a new 670-horsepower pumping truck capable of pumping at pressures up to 15,000 psi, Matthew B. Riordan, vice president of engineering development, pointed out. The new 114-T has a unitized cab-over-engine truck that offers outstanding field mobility.

Two triplex pumps and two 335-hp diesel engines are part of the truck's equipment, including the engine under the hood. BJ Service engineers stress its smooth operation. They say that it performs even at high speeds without any rocking action. All controls, valves, and instruments are situated to make the cementing operation fast, safe, and simple.

The 114-T has the shortest, straightest suction manifold in its field, the company says, giving increased suction efficiency and permitting maximum pumping rates.

Other features of the new truck are that all discharge manifold valves and controls are within easy reach of the operator. Each pump has a rear discharge from each pump for cleaner hook-ups.

Air-operated, large-opening tank valves minimize suction restriction. The truck has a very short wheelbase for good maneuverability in tight locations.

GE's UHF Transmitter Ups Range 50 Percent

A high power UHF base station radio transmitter designed by General Electric Company will enable dispatchers of mobile communications systems to talk up to 50 percent further.

The unit, which may operate in the 450-460 mc band, increases power output up to 12 db and delivers up to 250 watts. Dead spots in the transmission area are cut down by the increased signal saturation.

Since all components and test points are readily accessible from the front or rear of the unit, no dangerous voltages are exposed when the front door is open. A built-in test meter indicates power output.

For further information write General Electric, Communication Products Department, Electronics Park, Syracuse, N. Y.

Available From Medearis Underwater Television

Closed-circuit underwater television units for use in offshore drilling or underwater operations of any type are now available on order from Medearis Oilwell Supply Corp., P. O. Box 449, Torrance, California.

Many design improvements over the pilot models already used in offshore drilling operations are incorporated into the Medearis Underwater TV. It has been successfully operated at 600 feet and is designed to withstand the pressures encountered at depths up to 1000 feet.

Each complete assembly is customized to meet individual or special requirements, but all electronic components—including the remote control, monitor, and television camera—are standard, off-the-shelf items requiring no modification.

The camera itself is enclosed in a water-tight pressure-tested camera housing. It is cast from bronze alloy and has a 1-in. thick, optically flat ground glass at one end.

The remote control and monitor-

ing units are both located above water on board a drilling barge, vessel, or pier. Illumination is by floodlights mounted on the outside of the camera housing.

For further information write Medearis Oilwell Supply Corp., P. O. Box 449, Torrance, California.

Stonco Electric Announces Floodlighting Fittings

New floodlighting fittings announced by Stonco Electric Products Company, Kenilworth, N. J., include surface-wall and thru-wall mountings that make up approved floodlights without the need of extra cost of separate splice boxes.

All are precision die cast aluminum tapped ½-in. accommodate lampholders or conduit, and they are fully approved by UL for outdoor use.

For further information write for Bulletin 106, Stonco Electric Products Co., 333 Monroe Avenue, Kenilworth, N. J.

AIME Publishes Statistics On Oil And Gas Production

The American Institute of Mining, Metallurgical, and Petroleum Engineers has published the 35th consecutive edition of Statistics of Oil and Gas Development and Production, Volume 11, which covers 1956.

Volume 11 was compiled by engineers and geologists throughout the globe and provides one of the most complete collections of thorough, accurate information concerning worldwide hydrocarbon development during 1956.

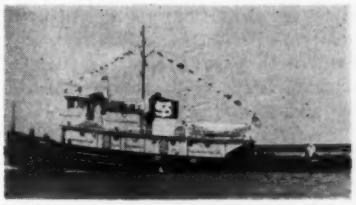
Petroleum developments within the United States occupy about two-thirds of the edition and includes authoritative reports on each state's oil and gas activities.

Statistics were gathered voluntarily and without pay by about 100

(continued on next page)

GULFPORT BUILT . . .

Tug JUNO, 105' x 27' x 14'— 1700 HP General Motors Diesel Gear Drive tug, built for Suderman & Young Towing Co., Inc. Galveston, Texas. Delivered July 13, 1957.



Gulfport Shipbuilding Corporation builds many types of fine marine equipment for the oil industry . . . derrick barges, tugs, dredges, cargo barges, drilling platforms, seismic vessels, crew and cargo boats, and fast, rugged cruisers for the inshore oilfields . . . Whatever your problem, you are in capable hands at Gulfport.

BUILDERS AND DESIGNERS
All-Welded Steel Tugs, Barges, Vessels

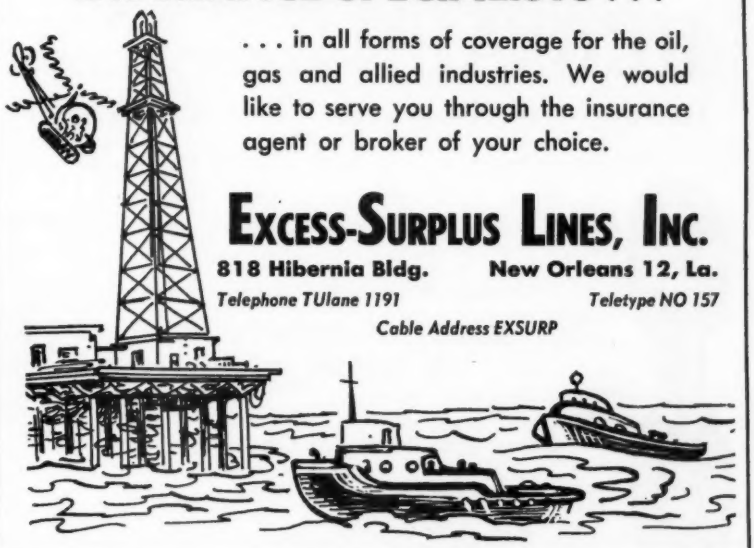
GULFPORT SHIPBUILDING CORPORATION

"On the Highway to the Offshore Oilfields"

Phone YUkon 2-6486 PORT ARTHUR, TEXAS P. O. Box 1179

"Gulfport Tugs for Tough Towing"

INSURANCE SPECIALISTS . . .



. . . in all forms of coverage for the oil, gas and allied industries. We would like to serve you through the insurance agent or broker of your choice.

EXCESS-SURPLUS LINES, INC.

818 Hibernia Bldg. New Orleans 12, La.

Telephone TUlane 1191 *Teletype NO 157*

Cable Address EXSURP

24 HOURS MARINE SERVICE
TO ALL SHIPS, TUGS AND OIL RIGS

MICHELETTI BROS.

Cameron, Louisiana

Provisions • Supplies • Machinery Spare Parts
Ropes • Paints

Galveston, Texas
1020 - 10th Street
Phone 3-1045

Cameron, Louisiana
P. O. Box 253
Phone PR 5-2385

(continued from previous page)

authors for the Society of Petroleum Engineers of AIME.

For further information write American Institute of Mining, Metallurgical, and Petroleum Engineers, 29 West Thirty-Ninth Street, New York 18, New York.

New Color Movie Filmed For Petroleum Assemblies

A new 18-minute color movie entitled "Three Legged Islands," showing construction and operation of LeTourneau-built offshore platforms has been made available by R. G. LeTourneau, Inc.

The movie shows the **Scorpion,** which recently set a time record for relocation activity in the Gulf of Mexico, and the **Vinegarroon** which weathered Hurricane Audrey with virtually no damage.

Shown during construction stages at LeTourneau's Vicksburg, Mississippi, yard are three other platforms.

LeTourneau has made the 16-mm. sound movie available to petroleum groups without charge.

For further information, write R. G. LeTourneau, Inc., 2399 South MacArthur, Longview, Texas.

New Mondak Model 300 Starts Engines That Stall

Relief from problems of starting stalled engines is offered the marine industry through the new Mondak Model 300 by Mondak Products Co., Chicago.

The unit mounts on 6 or 12 volt service vehicles. It operates through a series-parallel switching circuit, and automatically starts a stalled engine when its solid copper clamps are connected to the battery posts of the engine and the remote control button is pushed.

For further information write Mondak Products Co. Inc., 5758 W. Armitage, Chicago 39, Ill.

Constantly Expanding...
for better offshore service!

- EXPLORATION BOATS
- PRODUCTION BOATS
- CREW BOATS
- SUPPLY VESSELS
- TUGS
- BARGES
- Contact us for availabilities

BEGNAUD *Marine Service*

Box 162 • ROCKPORT, TEXAS • SOuthfield 4-2627

Exclusive Distributor
for
Louisiana, Mississippi, Alabama

BALDT ANCHORS & CHAIN

Large Spot Stocks of Chain, Anchors, Connecting Links, Swivels, Chain Stoppers.

Largest Gulf Stock of wire rope, shackles, turnbuckles.

Life saving equipment.

DREYFUS SUPPLY AND MACHINERY CORP.

2122 Kentucky Street
New Orleans, Louisiana

Day Phones
Whitehall 4-3367
Whitehall 4-3368

Night Phones
WH 5-0244
TW 9-9734

TOPS IN CREW BOATS

51' "EQUITY" Crew Boat

ALL STEEL — DIESEL
24 M. P. H. — TWIN SCREW

Built to A.B.S. and Coast Guard specifications for carrying passengers for hire.

TUGS — DRILL TENDERS — BARGES

Equitable Equipment Co., Inc.

Dept. R
410 Camp St. — New Orleans 12, La.

EXPLORATION

Signal Opens New Reservoir On Large Maracaibo Lease

A new oil producing formation has been discovered by Signal Oil and Gas of Venezuela on a 28,000-acre concession in Lake Maracaibo.

Signal, which is developing the concession for a combine made up of Hancock Oil Company, Signal Oil and Gas Company, The Pure Oil Company, and Standard Oil Company of Ohio, opened the new reservoir in the Eocene C-2 zone.

Drilling operations will be carried to a greater depth to tap zones which have proved productive in other wells on the lease.

Signal has also announced successful completion of its fourth exploratory well, the Centro 4X. On a drill stem test the oiler flowed 5136 barrels of 27.5-gravity oil from an interval between 10,044 and 10,200 feet.

Centro 4X is located northeast of Signal's 3X well which made 4040 barrels of oil per day from the C-5 sand. Initial effort to establish production on the concession resulted in a duster, but Centro 2X was a flush producer.

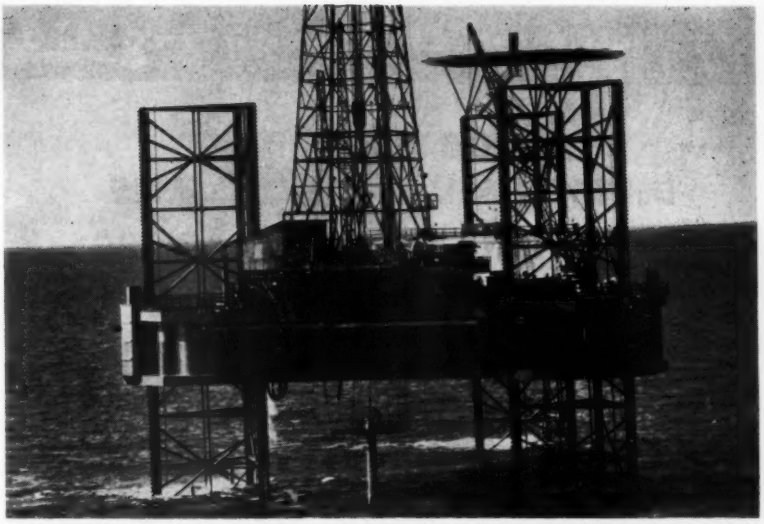
Wells on the concession will go on production late this summer following completion of production facilities at Punta Palmas on the West shore of Lake Maracaibo.

Aramco Finals Manifa No. 1 In Persian Gulf in New Zone

Arabian American Oil Company has completed its Persian Gulf wildcat Manifa No. 1 from a new zone on its offshore concession.

Located eight miles offshore from Saudi Arabia, the well was drilled to a total depth of 9637 feet and plugged back to 7892 feet. It flowed sour oil through perforations at 7715 to 7800 feet and from 7810 to 7865 feet in the Yamama formation. Gravity of the crude was 26 degrees.

Initial tests have indicated a high rate of production from the Yamama formation which had not previously been productive in the area. The formation lies just above the Arab zone, principal producing zone in Aramco's onshore fields.



Drilling in 42-ft. water 27 miles off the Louisiana coast, Zapata Offshore Company's VINEGAROON has added a gas-condensate discovery. The 194-ft. by 152-ft. self-elevating mobile unit is capable of drilling in waters up to 80 feet deep.

A hit for VINEGAROON

Vermilion Gas Discovery

Wildcat in 27-foot water nets 3600 MCFGD and 113 barrels of condensate for 2 operators

A wildcat in the Vermilion area 27 miles off the Louisiana coast has been completed as a gas condensate discovery by Zapata Offshore Company and Felmont Oil Corporation.

Drilled in 42 feet of water by the drill barge **Vinegaroon** the well yielded a daily flow of 3,600,000 cubic feet of gas plus 113 barrels of condensate on a 12/64-inch choke.

Zapata and Felmont's discovery is the No. 1 State Lease 1445. Perforations were at the interval of 10,828 and 10,844 feet.

Following completion of the well, the **Vinegaroon** has moved to a location in Block 96, Vermilion area where it will drill the No. 1 State Lease 1372 OCS-0169 attempt for the same two companies.

Shell Hits Off Texas Coast With Gas-Condensate Well

Another offshore producer has been added to the Texas list by Shell Oil Company.

Completed in Block 889 Field of the Mustang Island area, Shell's gas condensate well made 68 million cubic feet of gas daily plus 65 barrels of 51 degree gravity condensate per million cubic feet of gas on an open choke.

Production was established from the interval of 11,820 to 11,870 feet after the well was drilled to a total depth of 12,028 feet. Drill site spots about 18 miles southeast of Corpus Christi in State Tract 888S.

San Jacinto Group Extends Maracaibo Field With 2 Hits

San Jacinto Petroleum Corporation, operator for a seven-company group in Lake Maracaibo, has finaled two new oil wells both producing over 4000 barrels of crude per day.

Marlago No. 2 well on reserve tract NWV-575 netted a daily flow of 4752 barrels of 25.9-gravity oil per day.

Tests of the No. 3 oiler on the lease gauged a daily flow of 4272 barrels of 27-gravity oil.

Discovery well on the 1967-acre lease produced 5760 barrels of oil per day on initial tests in December. *(See OFFSHORE, January, Page 91.)* It was the Marlago No. 1 productive from the interval of 11,240 to 11,296 feet.

Combine for which San Jacinto

(continued on next page)

PETROLEUM DISTRIBUTING CO.

BARGE DELIVERED
DIESEL FUEL and KEROSENE
Throughout The Gulf Coast Area

LUBRICATING OILS and GREASES
FOR THE OIL INDUSTRY

•

BRANCH WAREHOUSES
COVERING LOUISIANA,
TEXAS and MISSISSIPPI

•

MAIN OFFICE in LOUISIANA
LOCATED at NEW ORLEANS

PETROLEUM DISTRIBUTING CO. FUELS PD Company LUBRICANTS VE 5-8415 NEW ORLEANS, LA.

Bludworth Standard 75' Tow Boat 75'x26'x9'-6", 1200 hp

Designed and Built By:

BLUDWORTH SHIPYARD, INC.

Box 5426 WA 6-1741

HOUSTON, TEXAS

VENEZUELAN OPERATIONS:

TUGS

BARGES

FOR CHARTER

MARACAIBO MARINE SERVICE C. A.

APARTADO 699
MARACAIBO, VENEZUELA
Phone 76011 – Ext. 27

Cable: "MARINOS"

429 BALTER BLDG.
NEW ORLEANS, LA.
Phone MA 6824

(continued from previous page)

operates consists of Tennessee Gas Transmission Company, Murphy Corporation, Union Oil and Gas Corporation of Louisiana, Lion Oil Company division of Monsanto Chemical Company, Sharples Oil Corporation, and American Petrofina, Inc.

East Cameron Block 9 Nets Gas-Condensate Discovery

In Block 9 of the East Cameron area, Natural Gas and Oil Corporation has completed a wildcat producing gas and condensate from two zones.

Perforated at the interval of 12,974 feet to 13,037 feet, the well flowed 6,700,000 cubic feet of gas per day plus 55 barrels of condensate through a 14/64-inch choke. Tubing pressure was recorded at 5200 psi.

A second set of perforations at 13,121 to 13,126 feet yielded a flow of 4,150,000 cubic feet of gas with 36 barrels of condensate daily on a ⅛-inch choke. A tubing pressure of 6150 pounds was recorded.

Conoco Taps New Pay Sand In Vermilion Block 120 Field

A new pay sand has been encountered by Continental Oil Company at its No. A-4 OCS-0487 well in Vermilion Block 120 field.

Well was drilled to a total depth of 9444 feet and cased to 8318 feet for completion at a site off Vermilion Parish, La. Tested on a 10/64-inch choke it flowed gas at the rate of 1,320,000 cubic feet per day from perforations at the intervals of 8400 to 8408 feet.

Discovery well for the field was productive from shallow perforations at the interval of 3570 to 3574 feet.

Calco Strikes New Pay Sand In Vermilion Block 164 Field

The California Company has established oil production from a new sand in an effort to confirm Vermilion Block 164 field off Louisiana.

Drilled to a total depth of 7583 feet by Loffland Brothers, contractor for the effort, the oiler gauged a daily flow of 162 barrels of oil per day plus 95,000 cubic feet of gas on an 8/64-inch choke.

On tests of potential the well gauged a tubing pressure of 720 pounds, with a gas-oil ratio of 720-1. Gravity of crude was 42 degrees.

Operator plugged back to 6154 feet for completion and perforated at the interval of 6108 to 6146 feet.

OFFSHORE LOCATIONS

TEXAS

Chambers County

Humble Oil & Refining Company 1 Galveston Bay State "Q", Wildcat. ST 4-E. Proposed depth 11,000 feet.

Kleberg County

Sun Oil Company 938-1 State Gulf "C". ST 938, Chevron. Proposed depth 8700 feet.

Nueces County

Shell Oil Company 1 ST 891-S, Mustang Island Block 889. Proposed depth 13,500 feet.
1 ST 896-S, Wildcat. Proposed depth 13,500 feet.

LOUISIANA

Cameron Parish

Continental Oil Company A-6 (OCS 0163), State Lease 1208, East Cameron Block 71. Block 71, East Cameron Area. Proposed depth 10,200 feet.

Magnolia Petroleum Company A-5 (OCS 089), State Lease 1202, East Cameron Block 64. Block 64, East Cameron Area. Proposed depth 12,500 feet.

Natural Gas & Oil Company 4 State Lease 1174, East Cameron Block 4. Block 9, East Cameron Area. Proposed depth 14,000 feet.

Shell Oil Company A-2 (OCS 0406), West Cameron Block 192. Block 82, East Cameron Area. Proposed depth 10,500 feet.

A-3 (OCS 0406), West Cameron Block 192. Block 82, East Cameron Area. Proposed depth 10,200 feet.

Jefferson Parish

Continental Oil Company B-6 (OCS 0128), State Lease 948, Grand Isle Block 47. Block 40, Grand Isle Area. Proposed depth 11,400 feet.

C-4 (OCS 0133), State Lease 953, Grand Isle Block 47. Block 47, Grand Isle Area. Proposed depth 10,700 feet.

Humble Oil & Refining Company N-4 (OCS 0125), State Lease 935, Grand Isle Block 16. Block 29, Grand Isle Area. Proposed depth 11,500 feet.

La Fourche Parish

The California Company S-5 (OCS 0369), State Lease 1366, Bay Marchand Block 2. Block 23, South Timbalier Area. Proposed depth 7670 feet.

4 (OCS 0386), State Lease 1024, Bay Marchand Block 2. Block 23, South Timbalier Area. Proposed depth 8460 feet.

T-1 State Lease 1365, Bay Marchand Block 2. Block 1, Bay Marchand Area. Proposed depth 6965 feet.

21 State Lease 1365, Bay Marchand Block 2. From USC&GS Station "Pass 2" go N 68 deg. 06 min. 0 sec. E 12,764.3 feet. Proposed depth 8300 feet.

22 State Lease 1365, Bay Marchand Block 2. From USC&GS Station "Pass 2" go S 86 deg. 46 min. 30 sec. E (Grid) 8934.7 feet. Proposed depth 6300 feet.

2 (OCS 0599), South Timbalier Block 63. Wildcat. Block 63, South Timbalier Area. Proposed depth 11,070 feet.

Gulf Oil Corporation 1 (OCS 0263), State Lease 1423, South Timbalier Block 21. Block 21, South Timbalier Area. Proposed depth 13,000 feet.

A-2 (OCS 0457), South Timbalier Block 131. Wildcat. Block 130, South Timbalier Area. Proposed depth 8000 feet.

6 State Lease 192, Timbaliar Bay. From USC&GS "East 2-1934" go N 82 deg. 53 min. 20 sec. E 8529.3 feet. Proposed depth 8000 feet.

2 State Lease 1483, Timbalier Bay (Redrill). From USC&GS "East 2" go S 14 deg. 49 min. 41 sec. W (true) 4971.4 feet. Proposed depth 9500 feet.

INSURANCE

ADJUSTERS OF AVERAGE

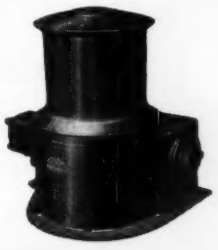
Facilities for handling insurance requirements for the Marine, Shipping and Oil Industries.

DEEP SEA • OFFSHORE
INLAND WATERS
World Wide Service

ADAMS & PORTER
ESTABLISHED 1907

Cotton Exchange Bldg. Phone: CApitol 7-5181
Cable Address: ADPORT
HOUSTON, TEXAS
and at
NEW YORK MARACAIBO SAO PAULO
RIO DE JANEIRO

MACHINERY CO. INC. 85 HORTON ST. SEATTLE 4, WN.
MARKEY
MAIN 4698
Type CTW
Hydraulic Capstan—
"power with a punch."



HOISTS • CAPSTANS • WINDLASSES • STEERING GEARS • TOWING WINCHES

COMPACT AND POWER-PACKED

Markey Hydraulic Capstans are so compact they really save space. They have few moving parts, cost less to operate and maintain. They're tops, too, in power for weight. The same welded construction, enclosed gearing and finished craftsmanship that have made Markey Electric, Diesel and Air-Powered Capstans 7-seas famous for silent operation and trouble-free life. Specify Markey.

Represented by:
H. J. WICKERT & CO. INC.
770 Folsom Street
San Francisco, Calif.
YUkon 6-5800

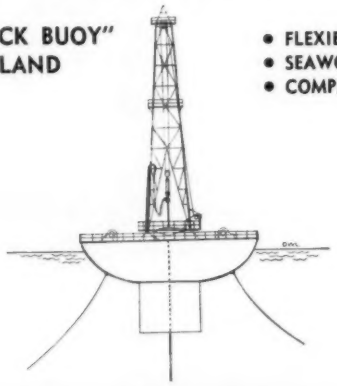
J. H. MENGE CO.
932 Nat'l B of C Bldg.
New Orleans 12, Louisiana
JAckson 2-0686

DESIGNERS, BUILDERS & REPAIRERS
MARKEY
DECK MACHINERY *known on the 7 seas since 1907*

DO YOU WANT

- Something Different?
- Have You An Unusual Structure In Mind?
- An Idea To Work Out?

"DERRICK BUOY" ISLAND



- FLEXIBLE
- SEAWORTHY
- COMPACT

FORSTER SHIPBUILDING CO., INC.

FORSTER DESIGN AGENCY

"We Design and Build the Finest"

LOS ANGELES HARBOR

TE. 2-4527 PO BOX 66 TERMINAL ISLAND

DEPENDABLE, ECONOMICAL

aids to Navigation

WALLACE & TIERNAN

Buoy and Structure Lantern

The FA-143 is a lantern of lightweight, durable and watertight design that ensures dependable, unattended and economical operation. Available in two types—aluminum or bronze.

EXCLUSIVE MARINE DISTRIBUTOR
In Gulf Area for
Foster Welded All-Aluminum
Refrigerators and Freezers

BYRNE & RICE

SUPPLY COMPANY

NEW ORLEANS, LOUISIANA

1150 Camp Street Phone RAymond 7138

Sinclair Oil & Refining Company A-5 (OCS 0605), South Timbalier Block 86. Block 86, South Timbalier Area. Proposed depth 12,500 feet.

Plaquemines Parish

The California Company 22 G. T. Armstrong 2 et al South Pass Block 24. From USC&GS "Scotts Canal Lite" go S 66 deg. 37 min. 20 sec. E 3360 feet. Proposed depth 7950 feet.

F-7 (OCS 0385), State Lease 1069, West Delta Block 30. FNW/c Lease go S 9201.90 feet & E 665.09 feet. Proposed depth 6200 feet.

F-8 (OCS 0385), State Lease 1069, West Delta Block 30. FNW/cor S/L 1069 feet go S 9203.6 feet & E 730.1 feet. Proposed depth 10,200 feet.

Continental Oil Company E-4 (OCS 0138), State Lease 970, West Delta Block 30. Block 45, West Delta Area. Proposed depth 10,400 feet.

Hassie Hunt Trs. 2 J. G. Timolat, Jr., et al. South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 0 deg. 17 min. 55 sec. W (true) 11,436.70 feet. Proposed depth 9800 feet.

6 State Lease 2484, South Pass Block 24. From USC&GS "Scotts Canal Lite-1934" go N 08 deg. 37 min. 24 sec. W (true) 9591.3 feet. Proposed depth 10,000 feet.

7 State Lease 2484, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 8 deg. 10 min. 50 sec. W (Grid) 10,464.5 feet. Proposed depth 10,000 feet.

9 State Lease 2484, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 19 deg. 22 min. 43 sec. W (Grid) 10,504.5 feet. Proposed depth 10,000 feet.

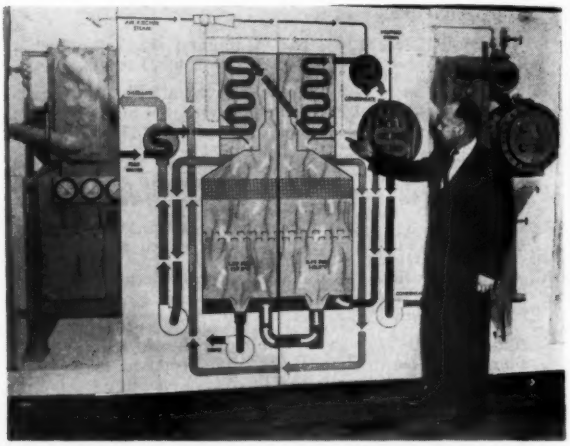
10 State Lease 2484, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 23 deg. 32 min. 27 sec. W 8793.8 feet. Proposed depth 10,000 feet.

11 State Lease 2484, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 26 deg. 0 min. 11 sec. W 9922.4 feet. Proposed depth 9800 feet.

D-13 State Lease 2484-BLD, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 4 deg. 59 min. 34 sec. W 8727.5 feet. Proposed depth 8900 feet.

D-18 State Lease 2484-BLD, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 12 deg. 35 min. 00 sec. W (Grid) 8730 feet. Proposed depth 10,000 feet.

Humble Oil & Refining Company J-8 (OCS 026), State Lease 819, West Delta Block 30. Block 30, West Delta Area. Proposed depth 8500 feet.



Ed. Uecker, sales manager, Cleaver-Brooks Company, demonstrates the full size mock up of the company's 8000 gallon a day flash evaporator, which will be used to show groups of marine engineers and shipbuilders how a flash evaporator works.

Shell Oil Company B-23 (OCS 0349), State Lease 1007, South Pass Block 27. Block 23, South Pass Area. Proposed depth 7000 feet.

B-25 (OCS 0349), State Lease 1007, South Pass Block 27. Block 23, South Pass Area. Proposed depth 6600 feet.

B-26 (OCS 0349), State Lease 1007, South Pass Block 27. Block 23, South Pass Area. Proposed depth 6650 feet.

B-27 (OCS 0349), State Lease 1007, South Pass Block 27. Block 23, South Pass Area. Proposed depth 6650 feet.

B-28 (OCS 0349), State Lease 1007, South Pass Block 27. Block 23, South Pass Area. Proposed depth 6650 feet.

B-18 (OCS 0350), State Lease 1008, South Pass Block 27. Block 24, South Pass Area. Proposed depth not shown.

B-19 (OCS 0350), State Lease 1008, South Pass Block 27. Block 24, South Pass Area. Proposed depth 6650 feet.

19 (OCS 0352), State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed depth 7950 feet.

20 (OCS 0352), State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed depth 7950 feet.

20 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed depth not shown.

21 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed depth not shown.

3 State Lease 2636, Lake Washington. Block 1, West Delta Area. Proposed depth 15,000 feet.

St. Mary Parish

Phillips Petroleum Company B-3 (OCS 0474), Eugene Island Block 128. Block 128, Eugene Island Area. Proposed depth 7000 feet.

Pure Oil Company 3 (OCS 0196), State Lease McGee 832, Eugene Island Block 32. Block 32, Eugene Island Area. Proposed depth 7000 feet.

Shell Oil Company A-2 (OCS 0443), Eugene Island Block 188. Block 188, Eugene Island Area. Proposed depth 11,100 feet.

Terrebonne Parish

Mississippi River Fuel-Hope Natural Gas CATC 1 State Lease 3159, Wildcat. From USC&GS "Bogue" go S 36 deg. 06 min. 13 sec. W 2690.72 feet. Proposed depth 12,500 feet.

Shell Oil Company 1 (OCS 0444), Ship Shoal Block 171, Wildcat. Block 171, Ship Shoal Area. Proposed depth 13,000 feet.

Vermilion Parish

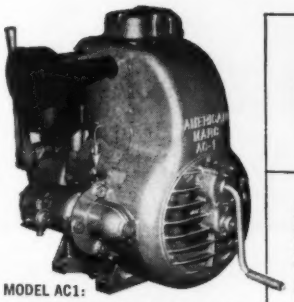
Continental Oil-Zapata 1 (OCS 0169), State Lease 1372, Vermilion Area Block 96, Wildcat. Block 96, Vermilion Area. Proposed depth 13,000 feet.

Superior Oil Company 1 (OCS 0249), State Lease 1106, Vermilion Block 76, Wildcat. Block 76, Vermilion Area. Proposed depth 12,500 feet.

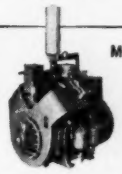
During a recent General Electric school, supply company men took time out to examine a standard GE drilling drive system component. From the left the men are Galen L. Lindner, National Supply; Philip J. Liston, Continental Emsco; Robert S. Hight, GE; and Clark C. Kenlan, White Motor Company.

LIGHTWEIGHT CHAMPIONS

by America's largest manufacturer of AIR-COOLED DIESELS



MODEL AC1:
Air-cooled, one-cylinder, four-cycle. 6.5 BHP @ 1800 RPM. Wt.: 220 lbs.



MODEL KBA-605: 7.5 KW permanent magnet generator mounted to AC2 diesel engine. Wt.: 550 lbs.

MODEL AC2: Air-cooled, two-cylinder, four-cycle, V-type 14 BHP @ 1800 RPM. Wt.: 350 lbs.

AMERICAN MARC Inc. is the acknowledged leader in the field of lightweight, air-cooled diesel prime movers for all uses requiring 6.5 to 15 BHP. Prominent in the American MARC line is the new permanent magnet generator, available from 3 to 7.5 KW output. (AC or DC, and industrial three-phase). American MARC also manufactures rotating armature generators, refrigeration power units and diesel pumping units of various capacities for industrial and marine installations.

AMERICAN MARC INC.
DIESEL ENGINES
1601 West Florence Ave. Inglewood, California
Dept. 0-48 Telephone OR 8-7174 6-104

MARITIME INSURANCE
AGENCY, INC.
New Orleans

an experienced office for the offshore drilling contractor.

827 PERDIDO ST. • JA 5-7011

EXPLORATION VESSELS . . .

DANTZLER BOAT RENTAL CO.

P. O. Box 377 Pascagoula, Miss.

Geer Studio, Inc.

INDUSTRIAL PHOTOGRAPHY

We specialize in pictures for the oil industry — oil rigs, equipment and boats. Aerial photography, color and 16-mm. motion pictures.

Call Jack Beech

JA 2-7419

709 Royal Street
New Orleans 16, La.

THE PHOTO MART, INCORPORATED

Jesse T. Grice
Photographer

COMMERCIAL • AERIAL
INDUSTRIAL

owner of the world's largest collection of

OFFSHORE RIG PHOTOGRAPHS

COLOR—BLACK & WHITE

914 7th St.
MORGAN CITY, LOUISIANA
Phone 5403
P. O. Box 863

"Pictures Tell The Story — May We Show You"

MARINE DIVING SERVICE COMPANY

DIVERS & GEAR FOR ANY JOB
SALVAGE, WELDING, CUTTING, BLASTING

BROWN & SONS, DIVERS

353 Williford Street GL 2-2702
Memphis 12, Tenn. Tel. 24-hours FA 4-8512

OFFSHORE COMPLETIONS

TEXAS

Jefferson County

Pan American Petroleum Corporation 3 State Lease 41153, GOM-McFaddin Beach Dome Block 84-S. Dry. Total depth 6798 feet. Block 84-S, GOM-McFaddin Beach Dome Area.

Matagorda County

J. S. Michael Company 1 State Tract 449-S, Wildcat. New gas discovery. Total depth 6600 feet. ST 449-S, Gulf of Mexico. Contractor, Bilbo-Redding.

Shell Oil Company 1 State Tract 500, Kain-Gulf. Dry. Total depth 9085 feet. ST 500, Kain-Gulf.

LOUISIANA

Cameron Parish

Continental Oil Company A-5 (OCS 0184), State Lease 1625, East Cameron Block 71. Dry. Total depth 10,547 feet. Block 71, East Cameron Area. Contractor, Reading & Bates.

Magnolia Petroleum Company B-4 (OCS 081), State Lease 1153, West Cameron Block 110. Gas. Total depth 9120 feet. Perfs. 8692-8712 feet. PT 14 BDPD & 4,665,290 CFGPD on 17/64-inch choke. TP 2771 pounds Grav. 41.1, GLR 333,285-1. Block 110, West Cameron Area. Contractor, Delta Marine Drilling Co.

Natural Gas & Oil Corporation 3 (OCS 086), State Lease 1172, East Cameron Block 4. Gas. Total depth 13,176 feet. Perfs. 13,121-126 feet. PT 36 BDPD & 4,150,000 CFGPD on 10/64-inch choke. TP 6150 pounds. Grav. 41.3, GLR 115,300-1. Block 9, East Cameron Area. Contractor, Ocean Drilling Co.

Jefferson Parish

Continental Oil Company B-5 (OCS 0128), State Lease 948, Grand Isle Block 47. Triple oil. Total depth 12,395 feet. Perfs. 10,862-872 feet. PT 224 BOPD & 126,000 CFGPD on 8/64-inch choke. TP 1800 pounds, Grav. 35.0, GOR 562-1. Perfs. 10,798-810 feet. PT 201 BOPD & 119,000 CFGPD on 8/64-inch choke. TP 1700 pounds, Grav. 35.1, GOR 592-1. Perfs. 10,758-768 feet. PT 191 BOPD & 103,000 CFGPD on 8/64-inch choke. TP 1650 pounds, Grav. 35.2, GOR 540-1. Block 40, Grand Isle Area. Contractor, Rowan Drilling Co.

Humble Oil & Refining Company P-2 (OCS 031), State Lease 803, Grand Isle Block 16. Dual Oil. Total Depth 10,000 feet. Perfs. 9494-9504 feet. PT 239.40 BOPD & 140,880 CFGPD on 1/8-inch choke. TP 1630 pounds, Grav. 35.5, GOR 588-1. Perfs. 9295-9310 feet. PT 231 BOPD on 8/64-inch choke. TP 1490 pounds. Grav. 31, GOR 508-1. Block 22, Grand Isle Area. Contractor, Company Tools. K-9 (OCS 034), State Lease 804, Grand Isle Block 16. Oil. Total depth 10,990 feet. Perfs. 9455-75 feet. PT 188.40 BOPD & 149,730 CFGPD on 1/8-inch choke. TP 1480 pounds. Grav. 35.8, GOR 795-1. Block 23, Grand Isle Area. Contractor, Delta Drilling Co.

La Fourche Parish

The California Company S-3 (OCS 0386), State Lease 1021, Bay Marchand Block 2. Gas. Total depth 9486 feet. Perfs. 8278-8307 feet. Block 23, Bay Marchand Area. S-3 (OCS 0386), State Lease 1024, Bay Marchand Block 2. Oil. Total depth 9486 feet. Perfs. 8278-8307 feet. PT 192 BOPD & 84,000 CFGPD on 10/64-inch choke. TP 700 pounds, Grav. 28, GOR 438-1. Block 23, Bay Marchand Area.

S-4 (OCS 0386), State Lease 1024, Bay Marchand Block 2. Oil. Total depth 8530 feet. Perfs. 7898-7918 feet. PT 174 BOPD & 106,000 CFGPD on 8/64-inch choke. TP 1300 pounds, Grav. 30.8, GOR 609-1. Block 23, Bay Marchand Area. Contractor, Noble Drilling Company,

19 State Lease 1365, Bay Marchand Block 2. Oil. Total depth 7187 feet. Perfs. 6772-92 feet. PT 165 BOPD & 97,000 CFGPD on 15/64-inch choke. TP 220 pounds, Grav. 27.3, GOR 588-1. From USC&GS "Pass 2" go N 89 deg. 38 min. 50 sec. E 11,305.3 feet.

20 State Lease 1365, Bay Marchand Block 2. Dry. Total depth 5990 feet. From USC&GS Station "Pass 2" go S 86 deg. 46 min. 30 sec. E 8934.7 feet. Contractor, Penrod Drilling Company.

1 (OCS 0599), South Timbalier Block 63, Wildcat. Dry. Total depth 4831 feet. Block 63, South Timbalier Area.

Sinclair Oil & Gas A-4 (OCS 0605), South Timbalier Block 86. New oil pay. Total depth 13,689 feet. Perfs. 12,264-270 feet. PT 237 BOPD & 180,000 CFGPD on 10/64-inch choke. TP 1350 pounds, Grav. 35, GOR 759-1. Block 86, South Timbalier Area. Contractor, Rimrock Tidelands, Inc.

Plaquemines Parish

The California Company H-5 (OCS 0371), State Lease 1277, Main Pass Block 69. Oil. Total depth 8597 feet. Perfs. 8436-62 feet. PT 163 BOPD on 8/64-inch choke. TP 1040 pounds, Grav. 31, GOR 355-1. Block 68, Main Pass Area. Contractor, Loffland Bros.

H-6 (OCS 0371), State Lease 1277, Main Pass Block 69. Oil. Total depth 8608 feet. Perfs. 8400-20 feet. PT 17 BOPD on 9/64-inch choke. TP 840 pounds, Grav. NR, GOR 228-1. Block 68, Main Pass Area.

16 State Lease 1924, South Pass Block 24. Oil. Total depth 9307 feet. Perfs. 8716-34 feet. PT 530 BOPD on 12/64-inch choke. TP 645 pounds, GOR 665-1. From USC&GS "Scotts Canal Lite" go S 50 deg. 39 min. 00 sec. W (Grid) 6963 feet. Contractor, Loffland Bros.

CA-1 (OCS 0385), State Lease 1069, West Delta. Block 30. Dry. Total depth 12,010 feet. Block 29, West Delta Area. Contractor, Penrod Drilling Company.

CA-2 (OCS 0385), State Lease 1069, West Delta Block 30. Oil. Total depth 11,902 feet. Block 29, West Delta Area.

C-8 (OCS 0385), State Lease 1069, West Delta Block 30. Dry. Total depth 5985 feet. Block 29, West Delta Area.
C-9 (OCS 0385), State Lease 1069, West Delta Block 30. Oil. Total depth 7134 feet. Perfs. 6984-98 feet. PT 168 BOPD & 56,000 CFGPD on 9/64-inch choke. TP 700 pounds, Grav. 33.2, GOR 333-1. Block 29, West Delta Area.

F-1 (OCS 0385), State Lease 1069, West Delta Block 30. Oil. Total depth 8794 feet. Perfs. 8484-96 feet. PT 216 BOPD & 107,000 CFGPD on 8/64-inch choke. TP 850 pounds, Grav. 30, GOR 940-1. Block 29, West Delta Area.
2 Calco-Shell State Lease 1922, West Delta Block 83. Temporarily abandoned. Total depth 10,580 feet. From USC&GS Station "So. West Pass Lighthouse-1904" go N 41 deg. 28 min. 50 sec. E 9505 feet. Contractor, Bateman Drilling Company.

Continental Oil Company 1 (OCS 0182), State Lease 1534, West Delta Block 70, Wildcat. New oil discovery—triple production. Total depth 13,495 feet. Perfs. 9240-54 feet. PT 247 BOPD on 12/64-inch choke. TP 2150 pounds, Grav. 35.5, GOR 2996-1. Perfs. 8414-22 feet. PT 190 BOPD & 130,000 CFGPD on 8/64-inch choke. TP 950 pounds, Grav. 28.1, GOR 684-1. Perfs. 8356-72 feet. PT 253 BOPD & 86,000 CFGPD on 8/64-inch choke. TP 1200 pounds, Grav. 32, GOR 350-1. Block 70, West Delta Area. Contractor, Glasscock Drilling Company.

Hassie Hunt Trs. D-13 State Lease 2484-BLD, South Pass Block 24. Oil. Total depth 8901 feet. Perfs. 8552-82 feet. PT 162 BOPD & 129,000 CFGPD on 8/64-inch choke. TP 1450 pounds, Grav. NR, GOR 797-1. From USC&GS "Scotts Canal Lite" go N. 4 deg. 59 min. 34 sec. W 8727.5 feet.

INGALLS-BUILT RIG

Incorporates many NEW features

This submersible drilling barge recently launched at INGALLS Pascagoula yard for Louisiana-Delta Offshore Drilling Corporation, is expected to increase efficiency of offshore operations.

It is designed to drill at 65' depth; accomodates crew of 44; is fitted with 140' folding mast of 1,000,000 lb. capacity; exposed surfaces are coated to prevent corrosion; has a helicopter landing deck and built-in pumps to raise and lower the barge.

Consult INGALLS *for design, construction or repair of all floating equipment.*

THE INGALLS SHIPBUILDING CORPORATION

Executive Offices: Birmingham, Alabama
Shipyards: Pascagoula, Mississippi (2 yards); Decatur, Alabama

STEEL BARGES

Thomas Jordan, INC.

NEW ORLEANS, LA. • JAckson 2-4391

Night • UN 6-0210 • VE 5-0826 • AU 2328

RAYTHEON Serving The Petroleum Industry By Air RAYTHEON

electronic services inc.

Radar AM-FM Radio
Depth Sounder

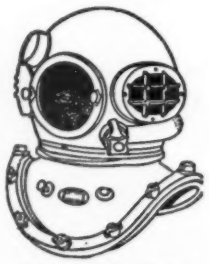
Sales
Service Rentals

UN 1-4536

1709 Old Spanish Trail (U.S. Hiway 90)
Westwego, La.

Berwick, La.
Phone 3264

HOUSTON'S FESTIVE
Home of Montagu Hotel
The Famous COCK 'N' BULL GRILL
The Glamorous MONTAGU CLUB
The Unique ENGLISH PUB
The RUB A DUB HEALTH CLUB
and The VARIETY CLUB
* CHEERFUL * COMFORTABLE * CONVENIENT
Fred L. Bunde Gen. Mgr.
IN THE CENTER OF THE HEART OF HOUSTON, TEXAS
RUSK & FANNIN FA 3-4121


Ph. HE 6-7371
or GR 7-1824 — HE 9-2319
ELLIOTT
MARINE DIVERS
Submarine Pipelining A Speciality
Workmen's Compensation Insurance
Box 5512, Drew Station
Lake Charles, La.

E. Emile Rackle Communications, Inc.
Specialists in designing communication systems for specific offshore and inland petroleum operations.
A staff of highly trained technicians to handle your communications problems.
3847 AIRLINE HIGHWAY
New Orleans 20, La.
VErnon 3-2748 • VErnon 3-6535

D-15 State Lease 2484-BLD, South Pass Block 24. Oil. Total depth 8915 feet. Perfs. 8597-8616 feet. PT 243 BOPD on 10/64-inch choke. TP 1400 pounds, Grav. 29.6, GOR 601-1. From USC&GS Station "Scotts Canal Lite-1934" go N 2 deg. 40 min. 01 sec. E (true) 8616.9 feet. Contractor, Penrod Drilling Company.

Humble Oil & Refining Company Q-1 (OCS 0367), State Lease 1070, West Delta Block 30. Location Abandoned. Total depth not given. Block 32, West Delta Area.

Shell Oil Company 38 State Lease 1961, Main Pass Block 35. Location Abandoned. Total depth not given. Block 35, Main Pass Area.

45 (OCS 0350), State Lease 1008, South Pass Block 24. Temporarily Abandoned. Total depth 8051 feet. Block 24, South Pass Area.

C-15 State Lease O'Brien Unit, South Pass Block 24. Oil. Total depth 8973 feet. Perfs. 8862-72 feet. PT 196 BOPD & 55,000 CFGPD on 9/64-inch choke. TP 725 pounds, Grav. 24.7, GOR 280-1. Block 24, South Pass Area.

B-22 (OCS 0347), State Lease 1007, South Pass Block 27. Oil. Total depth 6610 feet. Perfs. 6462-80 feet. PT 177 BOPD & 67,000 CFGPD on 8/64-inch choke. TP 500 pounds, Grav. 24, GOR 358-1. Block 23, South Pass Area.

B-21 (OCS 0349), State Lease 1007, South Pass Block 27. Oil. Total depth 6960 feet. Perfs. 6822-37 feet. PT 177 BOPD & 77,000 CFGPD on 10/64-inch choke. TP 550 pounds, Grav. NR, GOR 407-1. Block 23, South Pass Area.

16 (OCS 0352), State Lease 1011, South Pass Block 27. Oil. Total depth 7970 feet. Perfs. 7880-94 feet. PT 151 BOPD & 57,000 CFGPD on 9/64-inch choke. TP 550 pounds, Grav. 31.5, GOR 377-1. Block 27, South Pass Area.

20 (OCS 0352), State Lease 1011, South Pass Block 27. Oil. Total depth 8958 feet. Perfs. 8307-22 feet. PT 204 BOPD & 67,000 CFGPD on 9/64-inch choke. TP 1150 pounds, Grav. NR, GOR 323.1. Block 27, South Pass Area.

18 (OCS 0353), State Lease 1012, South Pass Block 27. Oil. Total depth 8512 feet. Perfs. 7332-45 feet. PT 155 BOPD & 129,000 CFGPD on 13/64-inch choke. TP 350 pounds, Grav. 31, GOR 832-1. Block 28, South Pass Area.

St. Mary Parish

Magnolia Petroleum Company B-4 (OCS 054), State Lease 696, Eugene Island Block 128. Temporarily Abandoned. Total depth 11,500 feet. Block 129, Eugene Island Area. Contractor, Company Tools.

Phillips Petroleum Company A-4 Shark (OCS 0473), Eugene Island Block 188. Dry. Total depth 12,150 feet. Block 191, Eugene Island Area. Contractor, Company Tools.

Sinclair Oil & Gas A-6 (OCS 0438), Eugene Island Block 175. New oil pay. Total depth 12,088 feet. Perfs. 11,833-846 feet. PT 356 BOPD & 241,000 CFGPD on 1/8-inch choke. TP 3900 pounds, Grav. 32, GOR 680-1. Block 175, Eugene Island Area. Contractor, Tidelands Drilling Company.

Terrebonne Parish

Humble Oil & Refining Company B-4 (OCS 020), State Lease 1038, South Timbalier Block 54. Dry. Total depth 14,000 feet. Block 67, South Timbalier Area. Contractor, Thomas Meadows.

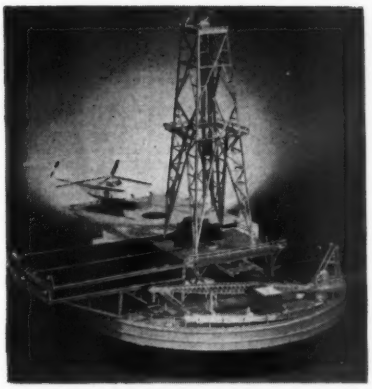
Shell Oil Company 3 (OCS 0587), Ship Shoal Block 139. Dry. Total depth 13,075 feet. Block 139, Ship Shoal Area. Contractor, Ocean Drilling & Exploration Company.

Vermilion Parish

The California Company B-1 (OCS 0492), Vermilion Block 164. New oil pay. Total depth 7583 feet. Perfs. 6108-46 feet. PT 162 BOPD & 95,000 CFGPD on 8/64-inch choke. TP 720 pounds, Grav. 42, GOR 720-1. Block 179, Vermilion Area. Contractor, Loffland Bros.

Continental Oil Company A-4 (OCS 0487), Vermilion Block 120. Dual oil. Total depth 9444 feet. Perfs. 7485-8000 feet. PT 174 BOPD & 161,000 CFGPD on 10/64-inch choke. TP 1425 pounds, Grav. 42.5. Perfs. 7444-64 feet. PT 156 BOPD & 101,300 CFGPD on 8/64-inch choke. TP 1225 pounds, Grav. 42.5, GOR 650-1. Block 120, Vermilion Area. Contractor, Kerr-McGee.

Zapata Offshore—Felmont Oil 1 (OCS 9172), State Lease 1446, Vermilion Block 86, Wildcat. New gas discovery. Total depth 10,910 feet. Perfs. 10,828-844 feet. PT 106 BOPD & 3,600,000 CFGPD on 12/64-inch choke. TP 4640 pounds, Grav. 50.4, GLR 35,000-1. Block 86, Vermilion Area. Contractor, Company Tools.



Shell's 'Floating Doughnut' Is New Deep Water Model

Searching for an economical vessel for drilling in very deep water, Shell Oil Company has come up with a circular barge known as the "floating doughnut."

Shell's Technical Services Division has been investigating a series of hull shapes which would be more desirable than present floating vessels that were converted from existing hull shapes.

Called the "doughnut" because of its shape, the first design is a circular barge 120 feet in diameter with a 20-foot hull depth. A 24-foot circular hole cut through the center allows passage of wellhead equipment.

The vessel displaces approximately 4500 tons and appears to be less costly to construct than other shapes under investigation or in use. It is also less vulnerable to wave action. Tests of the vessel and various mooring arrangements are being conducted at the University of California.

The design incorporates a standard diesel electric drilling rig with the main power generation equipment and mud pumps located in the lower hull. Adequate tankage for liquid mud, fuel oil, and process water is provided in the space between the inner collision bulkhead and the side of the barge.

Crew quarters are located in the house beneath the helicopter deck and an automatic pipe rack is provided.

Fixed drilling platforms now in use can drill in waters up to 150 feet deep, while the vast majority can operate in depths of 100 feet or less.

Floating barges have drilled in water up to 1500 feet, but these vessels were originally designed for transportation of cargo and later converted into offshore drilling barges.

STEEL BARGES

For CHARTER

McDONOUGH MARINE SERVICE

429 BALTER BLDG. Ph. MA 6824 NEW ORLEANS, LA.

Morgan City, La. Phone 5082 Harvey, La. Phone MA 6824

BERWICK SHIPYARD & DRYDOCK CO., INC.

DRY DOCKING AND COMPLETE REPAIRS

165' Dry Dock Under Construction
Two Marine Railways — Up To 500 Tons

MACHINE AND PROPELLER SERVICE

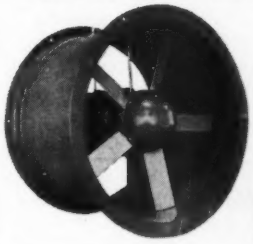
WELDING
WOODWORKING SHOPS

SAND BLASTING
METALLIZING

PHONES: 2234 — 6289
Berwick, Louisiana

Reed SPECIALIZED AIR MOVING EQUIPMENT

for the Marine and Oil Industry



The Reed line of industrial ventilating equipment consists of exhaust fans, tube-axial fans, axial flow blowers, roof ventilators, man coolers and bug fans. The Reed engineering staff is ready to advise or assist in the solution of any special ventilation or air moving problem.

REED UNIT-FANS, INC.
1001 SAINT CHARLES AVE. NEW ORLEANS 8, LA.

Daly — Contracting de Venezuela

Underwater-Elec-Welding & Arc Cutting.
Oxy-Hydrogen-Cutting.
General Diving Inspection & Recommendation.
General Underwater Construction.
SubMarine Pipe Line Inspection. Certified Panama Canal & United States Navy Salvage Diver.

For further information Tel. 76.671 or write to "DALY" Apardo 488, Maracaibo. Cable: DALYCON

Oil Man's Calendar

APRIL

9-11 American Petroleum Institute, Division of Production, Mid-Continent district meeting. Biltmore Hotel, Oklahoma City.

13-18 American Chemical Society, 133rd national meeting. San Francisco, California.

15-17 University of Oklahoma, thirty-fourth annual gas measurement short course. North Campus, Norman, Oklahoma.

17 National Industrial Conference Board, meeting of the Board members. Waldorf-Astoria Hotel, New York City.

17-18 American Institute of Mining, Metallurgical, and Petroleum Engineers, Louisiana-Arkansas, East Texas, and Mississippi petroleum sections, gas technology symposium. Shreveport, Louisiana.

27-29 Independent Petroleum Association of America, midyear meeting. Hotel Sherman, Chicago.

28-29 University of Oklahoma, third annual conference on automatic control in the petroleum and chemical industries. Oklahoma Memorial Union Building, Norman, Oklahoma.

28-30 Southern Gas Association, annual convention. Dallas, Texas.

MAY

4-7 LPGA annual meeting. Conrad Hilton Hotel, Chicago.

5-6 Society of Petroleum Engineers of AIME, 3rd biennial Secondary Recovery Symposium. Wichita Falls, Texas.

5-9 American Petroleum Institute safety and fire protection committee, 11th midyear meeting. Cosmopolitan Hotel, Denver.

12-15 American Petroleum Institute Division of Refining, midyear meeting. Statler Hotel, Los Angeles.

14-16 American Petroleum Institute Division of Finance and Accounting, midyear meeting. Shamrock-Hilton Hotel, Houston.

15-16 National Industrial Conference Board, general session. Waldorf-Astoria Hotel, New York City.

19-23 National Fire Protection Association, annual meeting. Palmer House, Chicago.

21-23 American Petroleum Institute Division of Marketing, midyear meeting. Roosevelt Hotel, New Orleans.

22-23 American Petroleum Institute, Division of Production, Pacific Coast district meeting. Biltmore Hotel, Los Angeles.

PROFESSIONAL LISTING

Houston: Dickinson 8-3401
New Orleans: WHitehall 9-2713

THOMAS L. STANLEY, JR.
Naval Architect — Marine Engineer
SURVEYOR — CONSULTANT — APPRAISER
Texas — Gulf Coast
3722 Bayou Circle
Dickinson, Texas

Eustis Engineering Company
Consulting Foundation Engineers
Borings — Test — Analyses
for Offshore Structures
3635 Airline Highway VE-5-8476 Metairie, Louisiana

L. K. HOMYER *marine consultant*
503 THIRTY-SECOND STREET, NEWPORT BEACH, CALIFORNIA
ORiole 3-7353

Phone: WOodlawn 2-2225
(Day or Night)
Cable: "Captain Van"
Mail: P. O. Box 333
GROVES, TEXAS
Captain Van Est. 1946 "Surveyor & Compass Man"-
INDEPENDENT MARINE SURVEYOR
CERTIFIED MARINE COMPASS ADJUSTER
(Oil Barges to Ocean Liners)
Capt. J. F. Vandegrift & Co.
Master Mariners—Oceans
On Call – 24 Hours A Day
Louisiana & Texas

SPARKMAN & STEPHENS INC.
79 Madison Ave. New York 16, N. Y.
★ ★ ★ ★
NAVAL ARCHITECTS — MARINE ENGINEERS
Commercial, Naval and Pleasure Craft Designs
Consulting — Research — Conversions

FREDERIC R. HARRIS, INC.
Consulting Engineers
ECONOMIC SURVEYS AND REPORTS
ENGINEERING INVESTIGATIONS AND REPORTS
DESIGN AND SUPERVISION OF CONSTRUCTION
• • •
PORT AND HARBOR FACILITIES
HIGHWAYS, EXPRESSWAYS AND BRIDGES
POWER AND INDUSTRIAL PLANTS
AIRPORT FACILITIES
27 William St. New York 5, N. Y.
1915 Tulane Avenue New Orleans, La.

1200 St. Charles Ave. MA 5281 New Orleans, La.
BEDELL & NELSON ENGINEERS
Incorporated
DESIGN — SUPERVISION — REPORTS
Bridges, Docks, Buildings, Foundations, Marine Structures
Power Plants, Roads and Railroads, Shops, Utilities

MORRIS GURALNICK
NAVAL ARCHITECTS
MARINE ENGINEERS
341 Market St. San Francisco 5, Calif.
SHIP DESIGNS
MARINE STRUCTURES
CONVERSIONS
WORK BOATS
RESEARCH
SURVEYS
WRITE FOR FOLDER

H. NEWTON WHITTELSEY, Inc.
NAVAL ARCHITECTS MARINE ENGINEERS
17 BATTERY PLACE, NEW YORK 4, N. Y.
WHitehall 3-6280 Cable: WHITSHIP

M. ROSENBLATT & SON
NAVAL ARCHITECTS
MARINE ENGINEERS
350 BROADWAY
NEW YORK 13, N. Y.
DESIGNERS
OF WORK BOATS
& MERCHANT SHIPS
BEekman 3-7430

ROBERT H. MACY
Naval Architect and Marine Engineer
Designs *Estimates*
Reports *Consultation*
Specializing in Work Boats and
Floating Equipment for Offshore Drilling
Phone SOuth 2-5667 P. O. Box 711
Pascagoula, Mississippi

DESIGNS SURVEYS
SUPERVISION CONSULTATION
Arthur D. Darden
NAVAL ARCHITECT
AND MARINE ENGINEER
JACKSON 2-0274
505 CIVIC CENTER BUILDING
NEW ORLEANS 12, LOUISIANA

Creole and Shell to Invest $368 Million in Venezuela

Two oil companies will invest $368 million between them in operations in Venezuela this year.

Cia. Shell de Venezuela has set up a record budget of $200 million which exceeds 1957 expenditures by $15 million. Much of the total will go into construction of an 80,000-barrel atmospheric crude unit at the Cardon refinery which is presently equipped to produce 170,000 barrels.

Shell will also allocate considerable funds to a new marine terminal to be built on Lake Maracaibo's eastern coast.

Creole Petroleum Corporation has budgeted $168 million for its operations in Venezuela, which is the same amount it spent there in 1957.

Sun Oil and Subsidiaries Announce 1957 Earnings

Consolidated net income of Sun Oil Company and subsidiaries in 1957 totaled $47,492,000, Joseph N. Pew, Jr. Chairman of the Board announced.

This figure includes net income from capital gains of $4,275,000, most of which resulted from the sale of securities. This compares with capital gains of $806,000 in 1956.

Earnings of the consolidated group in 1957 resulted from a gross income of $778,719,000 as contrasted with $733,823,000 in 1956. Consolidated net income in 1956 was $56,160,000.

Net earnings in 1957 are equivalent to $4.17 per share on the 11,397,397 full shares of common stock outstanding. This compares with $5.22 per share earned in 1956 on the 10,752,243 full shares outstanding at the end of that year.

Texaco May Gain Seaboard Through Special Stock Deal

Seaboard Oil Company may be taken over by The Texas Company through a special stock for stock deal with Seaboard stockholders.

According to R. S. McFarland, president of Seaboard, stockholders would receive one share of Texaco stock for each share of Seaboard stock they now hold.

Since 1933, The Texas Company has held one-third interest in Seaboard. Value of the other two-thirds is $145 million.

If the transaction goes through, and it has approval of the Board of Directors of Seaboard and several large stockholders, Texaco might have to register its shares with the Securities and Exchange Commission.

1957 Dresser Earnings Up 19 Percent Over 56

H. N. Mallon, Chairman of the Board, and J. B. O'Connor, President of Dresser Industries, Inc., reported company earnings in 1957 up 19 percent over 1956. Earnings were $20,620,000 in 1957 compared to $17,259,000 in 1956.

Earnings per share of Dresser stock equalled $4.60 and a dividend of $1.80 per share was paid.

Officers of Dresser were particularly gratified at the increase because even though drilling activity declined in 1957 and crude oil production showed little gain, new refinery and petrochemical construction increased and the industry's network of oil and gas transmission systems was enlarged, creating equipment markets in these areas. In addition, foreign activity continued to increase, resulting in approximately 22 percent of Dresser's 1957 business being done outside the United States.

The day after the annual report for 1957 was released the board of directors voted to increase the regular quarterly dividend payment of Dresser stock from 45 cents to 50 cents. Increased rate will be paid on March 17 to shareholders of record as of the close of business March 3.

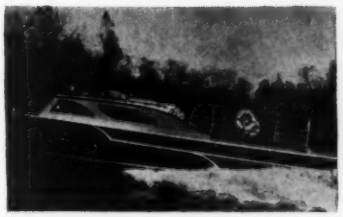
Gardner-Denver Board Increases Dividend

Gardner-Denver Company's Board of Directors have voted an increase in the quarterly dividend on common stock from 45 cents to 50 cents a share.

Quarterly dividend was payable on March 3 to stock holders of record on February 6. This places the common stock on a $2 annual rate.

BREAUX

EQUIPPED OILFIELD WORK BOATS



the Sandy Candy . . .

. . . measures 37'6" x 12'4". She is powered by two 6071A GM engines; 1.5:1 reduction gear. She attains speeds of 34.2 miles per hour at 2250 RPM and 29.0 miles per hour at 2000 RPM.

●

Breaux's Bay Craft, Inc.

of Loreauville, Louisiana
Phone EMerson 4-4540

JOHN L WORTHAM AND SON

MARINE
CASUALTY
BONDS
FIRE

PROTECTION

Established 1915

INSURANCE AGENTS AND BROKERS

Rusk Building Houston, Texas FAirfax 3-3311

GM DIESEL POWER
General Motors Diesel Engines
Sales Service Parts
— Distributors —
Onan Electric Plants
Package Boat Deals
BRADY ENGINE COMPANY
Houma Berwick Louisiana Galliano
Onan

Robert E. Murphy, of Levingston Shipbuilding, is president of EPECA, new petroleum equipment firm.

Lamar W. Davis, Jr., consulting engineer of Houston, is vice president of the Maracaibo Corp.

Lake Maracaibo . . .

Equipment Firm Founded

Two officials of Levingston Shipbuilding Corporation, Orange, Texas, and a Houston consulting engineer head a newly formed petroleum equipment corporation operating in Venezuela.

Equipo Petrolero Compania Anomima, abbreviated as EPECA, has been incorporated with a capital structure of 75,000 Bolivares.

President of the new organization is Robert E. Murphy, and vice president is Ed T. Malloy. Both men are associated with Levingston, which is building a new shipyard in Venezuela on Lake Maracaibo. Vice president in charge of engineering is Lamar W. Davis, a consulting engineer for the petroleum industry.

Murphy and Davis completed operational plans at Lake Maracaibo headquarters in March, and Murphy announced that the company would offer the industry in Venezuela technical assistance along with sales and warehouse and shop facilities.

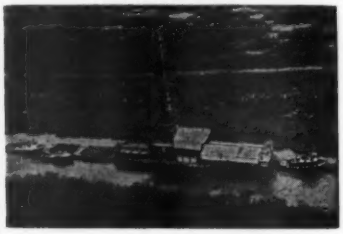
EPECA will introduce a unique magnetic ball check valve developed by the Harold Brown Company. Designed for use in conventional position in the total valve assembly, it eliminates failure of the check valve that causes damage to well casing, and replaces any other type check in gas-lift equipment.

It is a vital part of Harold Brown gas-lift valves, permitting acidization, formation fracturing, and other facets of well completion. However, some experts believe it may find a place in flow lines, oil refining, and chemical processing, also.

EPECA will offer in addition to a complete line of gas-lift valves, other Harold Brown gas-lift equipment including gas-lift mandrels, retrievable valves, motor valves and controllers, oil and gas well plungers, lubricators, and retrievable tubing stops.

The new firm will also carry the line of Hildebrandt Engineering Company products, including pressure and temperature recorders, pulsation dampeners, mud pressure gauges and recorders and pressure elements.

CENAC TOWING CO.

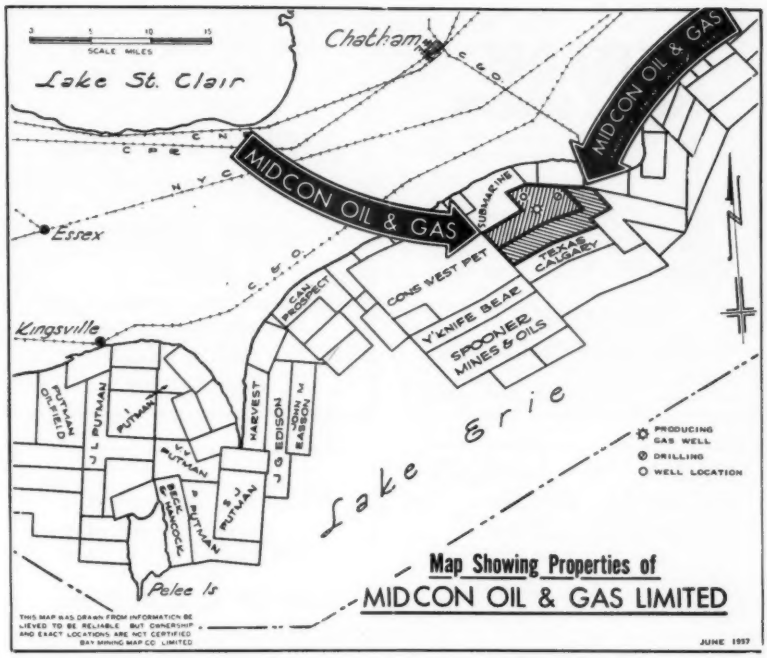


- Crude Oil Transportation
- Deck Barges
- Water Barges
- Drilling Barge Moving
- Diesel fuel delivery to drilling barges and drilling locations

Houma Louisiana
Phone: 2-2413

DELIVERY MASTER
Specializing in the foreign delivery of offshore oil industry vessels and tows. Familiar with Venezuelan ports. Experienced navigator, pilot and boat handler.
Captain John Morrill
(Licensed Master Mariner)
8134 Cohn St. New Orleans, La.
Tel. UNiversity 6-0143

FOR THE OFFSHORE OIL FIELDS . . .
MARINE
•
ELECTRICAL
•
INDUSTRIAL SUPPLIES
L. F. GAUBERT & CO. INC. NEW ORLEANS, LA.
L. F. GAUBERT & CO.
700 S. Broad St. New Orleans, La.



Map of Lake Erie leases shows acreage held by Midcon Oil and Gas Company Limited including the farmout concession which it operates for Wespac Petroleums. Initial operations this spring will be completion of a well which ice floes forced drillers to abandon last fall.

Operations expand in . . .

Lake Erie Drilling

Exploration begins on American side as more companies drill off Canada

SPRING in Lake Erie signals the return of offshore drilling by operators lured to shallow gas deposits lying beneath the lake.

If the ice floes recede in time, the first drilling activities offshore from Pennsylvania may get underway this month. Last year New York State Natural Gas Corporation, Pittsburgh, obtained the first tracts leased in the region for which it will pay Pennsylvania $90,907 annual rental fees plus royalties on any gas or oil discovered.

The Company's No. 1 Block on the Pennsylvania border takes in 19,310 acres, while Block No. 2 at the State's eastern boundary encompasses 16,580 acres.

On the Canadian side where drilling first began in 1913, at least 71 gas wells were producing when dangerous ice floes halted activities last fall.

Big producer in the area is Consolidated West Petroleum Limited, which recorded 45 completions in 46 drilling attempts from 1943 through 1946.

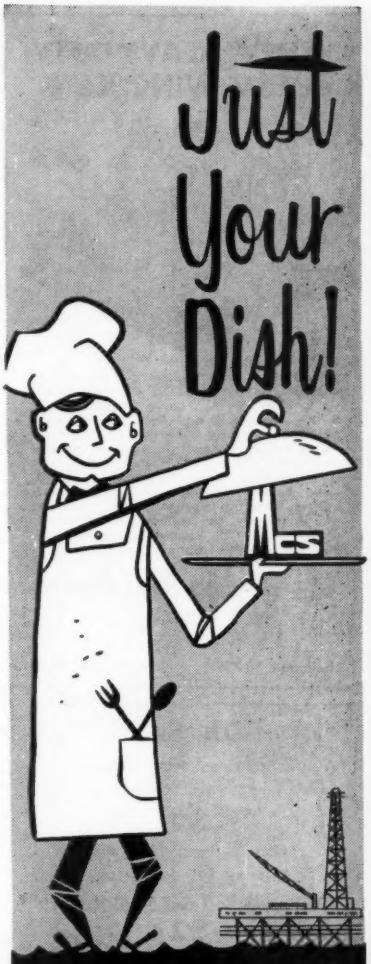
A new lease sale in 1956 brought a flood of drilling companies to the north shore of the lake.

Spooner Mines and Oils Limited operating a 57-square-mile concession on a farmout basis obtained commercial production in its second well two miles west of Port Dover.

Midcon Oil and Gas Company Limited with two gas wells producing more than one million cubic feet of gas daily will give prime consideration to a third test it was forced to shut down at the beginning of last

(continued on next page)

New type drilling barge built by Marine Drilling Tower Ltd. will be used in drilling on leases of Midcon Oil and Gas Company and for contract drilling.



CONTRACT FEEDING and HOUSEKEEPING

for

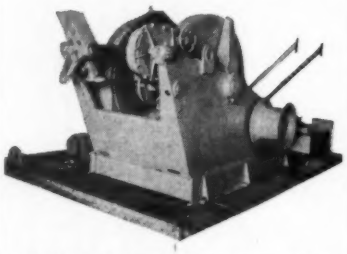
Quarter Boats
Drilling Barges
Rig Tenders
Geophysical Boats

Write, Wire or Call for Proposal

MARINE CATERING SERVICE, Inc.

4501 FRERET ST.
NEW ORLEANS 15, LA.
PHONE TW 5-3976

10 NEW HEAVY DUTY LSM WINCHES



50,000 lb. line pull Jaeger stern anchor winches. Drum size 25" X 25"—will spool up to 1900' of 1¼" cable. Complete with torque converters and heavy duty Continental Industrial gas engines model R-6602—6 cyl—153 HP—radiator cooled. Torque converters will fit 6-71 diesels for conversion purposes. Units complete with level-wind devices. Excellent for pipe laying barges; mooring storage barges; tenders; and all types of floating rigs. Overall, front-to-back, 13' 9¼"—overall width 9'. Buy now and get what you want.

The Boston Metals Co.

313 E. Baltimore Street
Baltimore 2, Maryland
LExington 9-1900 - CUrtis 7-5050

FOR SALE

Offshore Lease Maps
Texas and Louisiana

$2

Map of Possible Future
Marine Oil Provinces
Gulf and Caribbean

$2

OFFSHORE
Map Department
P. O. Box 977 Conroe, Texas

NEW ALL-BRONZE LSM VERT. BALLAST PUMPS

Vertical centrifugal pumps–1500 GPM @ 56' head. 30 HP–1750 RPM–flanged inlet 8"–flanged outlet 6". Application: ballast or circulating. Powered by Westinghouse 30 HP 440/3/60 1750 RPM drip-proof marine type motor. Complete with magnetic controller.

The Boston Metals Co.

313 E. Baltimore St. Baltimore 2, Md.
CURTIS 7-5050 LEXINGTON 9-1900

ATTENTION SUPERIOR AND CLEVELAND ENGINE OWNERS

We can save you several thousand dollars of expense when your PTD or G 510 Superior blocks are leaking water at the bottom liner seals or when the top liner gasket seat is cracked. By having portable equipment, and by removing only pistons, cylinder heads and manifolds, your down time is cut to a minimum. For further information call or write COASTAL CASTING MARINE SERVICE, 2903 Gano, Houston, Texas, Phone CA 8-7885, Nites ME 5-0391.

OFFSHORE FOREIGN & DOMESTIC

"Outstanding Job Applicants" are employed and seeking a change to better themselves. Most prefer a confidential service that protects their present position.

ACCREDITED
PERSONNEL SERVICES INC.

P. O. Box 6006 323 Bouny St.
New Orleans 14, La. Phone FOrest 6-9401

BENDIX APELCO
DECCA RADAR
FOR SALES & SERVICE

AIR SERVICE

For Communications,
Sounding Equipment,
Radar

F & L INDUSTRIAL ELECTRONICS SERVICE

3905 Magazine St.–Phone: Day TW 9-6313
New Orleans 15, La. Night WH 5-4147

NEW ALL-BRONZE LST VERT. BALLAST PUMPS

Gardner-Denver vertical pump–8" suction–6" discharge–1500 GPM–56' head. Powered by 30 HP type DN Century motors–230 VDC–frame 375-S. Controller Cutler-Hammer full magnetic, bulletin 6942–drip-proof, with push-button control, overload & low voltage protection. Excellent for aux circulating, ballast, booster, etc. NEW, in original crates.

The Boston Metals Co.

313 E. Baltimore St. Baltimore 2, Md.
CURTIS 7-5050 LEXINGTON 9-1900

SPECIALIZING IN THE INSURANCE NEEDS OF THE

OFFSHORE AND INLAND OIL INDUSTRY

STEINER INSURANCE AGENCY

600 BARONNE ST. EXpress 2291
NEW ORLEANS 12, LA.

Arthur A. Steiner
Edgar A. Steiner

MOTORS AND GENERATORS

1500 HP D. C. MOTORS

1500 HP—525 volts D.C.—600 R.P.M.—NEW—2-bearing continuous duty motors—manufactured by Westinghouse. In original crates. From Navy Destroyer Escort. SPECIFICATIONS: 2-bearing 1500 HP—525 volts DC—2270 amps—600 RPM—ambient temperature 40 C—class B insulation—2-bearing pedestal sleeve type—shunt wound—efficiency 94.23%. ONLY 6 AVAILABLE—BUY NOW AND SAVE. Suitable for steel mill drive—offshore oil rigs—rolling mill drive—dredge pump applications.

1200 KW GENERATORS

(2) Equal to new—manufactured by Allis-Chalmers. 1200 KW—525 volts D.C.—2290 amps—750 RPM—cooling self-ventilated—totally enclosed—separate excitation—continuous duty—class B insulation—mfg type M.H.C.—frog leg armature.

The Boston Metals Co.

313 E. Baltimore St. Baltimore 2, Md.
CURTIS 7-5050 LEXINGTON 9-1900

Lake Erie Drilling . . .

(continued from previous page)

winter. The Midcon concession comprises 48 square miles, including acreage obtained from Wespac Petroleums on a farmout basis.

Harvest Petroleums Limited of Calgary and Toronto has contracted to drill one well on its 30,000-acre lease in the western end of the lake.

Initial exploration is slated to get underway this summer on a 45,690-acre concession held by Dome Exploration (Western) Limited. An offshore test has been scheduled for Lake Huron by Pan Western Oil Limited, Calgary.

Yost Named Sales Manager By Chrysler Corporation

M. J. Yost has been named sales manager for Industrial Engines, it was announced by C. C. Williams, vice president-sales, of the Marine and Industrial Engine Division, Chrysler Corporation.

Yost

Mr. Yost, who has been with Chrysler Corporation for 30 years, has been manager of the West Coast office of the Marine and Industrial Engine Division at Los Angeles since September, 1956. Prior to that time he was with the same division in Seattle, Washington, and Detroit.

ADVERTISERS' INDEX

Accredited Personnel Services, Inc. 108
Adams & Porter 97
Amercoat Corp. 10
AGENCY—Anderson-McConnell Adv. Agency
American Bridge Division, United States Steel Corp. 33
AGENCY—Batten, Barton, Durstine & Osborn, Inc.
American Hoist and Derrick Co. 17
AGENCY—Erwin Wasey, Ruthrauff & Ryan, Inc.
American MARC, Inc. 99
AGENCY—West-Marquis, Inc.
The Baylor Co. 44
AGENCY—Ullrich and Brown
Bedell & Nelson Engineers 104
Begnaud Marine Service 94
AGENCY—S. L. Brown & Associates
Bendix-Pacific 89
AGENCY—The Shaw Co.
Berwick Shipyard & Drydock Co. 103
Bludworth Shipyard 96
Boston Metals Co. 108
AGENCY—Maurice Chessler Co.
Brady Engine Co. 106
Breaux's Bay Craft, Inc. 105
Briggs Filtration Co. 34
AGENCY—Willis S. Martin Co.
Byrne & Rice Supply Co. 98
AGENCY—Stone-Stevens, Inc.
Calcasieu Shipbuilding Corp. 80
Cameron Iron Works 78
AGENCY—Boone and Cummings
Carboline Co. 32
AGENCY—Batz-Hodgson-Neuwoehner
Cathodic Protection Service 72
AGENCY—Marsteller, Rickard, Gebhardt and Reed, Inc.
Cenac Towing Co. 106
Chain Belt Co. 60
AGENCY—The Buchen Co.
Cleaver-Brooks Co., Special Products Division 48
AGENCY—Klau-Van Pietersom-Dunlap, Inc.
Coastal Casting Marine Service 108
Consmar Corp. 90
AGENCY—Stone-Stevens, Inc.
Continental-Emsco Co. 7
AGENCY—Rogers & Smith Adv.
Copon Associates 15
AGENCY—Ritchie Adv. Agency
Crescent Towing & Salvage Co. 4
AGENCY—Godwin Adv. Agency
Cummins Sales & Service 34
AGENCY—Magnussen Adv. Agency
Daly-Contracting de Venezuela 103
Danforth Anchors 88
AGENCY—Conley, Baltzer & Steward
Dantzler Boat Rental Co. 100
Arthur D. Darden 108
Delta Tank Mfg. Co. 3
AGENCY—Radlauer & Caire Adv. Agency
Deltide Fishing & Rental Tools 90
Dreyfus Supply & Machinery Corp. 94
Arthur Duvic's Sons 92
Electro-Motive Division, General Motors Corp. ..... 52 and 53
AGENCY—Marsteller, Rickard, Gebhardt and Reed, Inc.
Electronic Services 101
Elliott Marine Divers 102
Equitable Equipment Co. 94
Eustis Engineering Co. 104
Excess-Surplus Lines, Inc. 93
F & L Industrial Electronics Service 108
The Falk Corp. 64
AGENCY—Reincke, Meyer & Finn
Fawick Airflex Division, Fawick Corp. 40
AGENCY—The Jayme Organization, Inc.
Edwin H. Fitler & Co. 84
AGENCY—Hansell-Zook, Inc.
Foods and Services Inc. 29
AGENCY—Radlauer & Caire Adv. Agency, Inc.
Forster Shipbuilding Co. 98
L. B. Foster Co. 23
AGENCY—Lando Adv. Agency
Foster Cathead Co. 55
AGENCY—Jones-Lipscomb Adv. Agency
G & H Towing Co. ..... Inside back cover
AGENCY—Darwin H. Clark Co.
Dean Gano & Co. 28
L. F. Gaubert & Co. 106
Geer Studio 100
General Marine Corp. 110
AGENCY—Bauerlein, Inc
George Engine Co. 13
AGENCY—Whitlock, Swigart & Evans, Inc.
Grant Oil Tool Co. 8
AGENCY—L. J. Swain, Adv.
The Guiberson Corp. 75
AGENCY—Rogers & Smith Adv.
Gulfport Shipbuilding Corp. 93
Morris Guralnick 104
Hardin and Ferguson, Inc. 91
AGENCY—Godwin Adv. Agency
Wm. E. Harlan Insurance Agency 66
Frederic R. Harris, Inc. 108
L. K. Homyer 104
Howard, Weil, Labouisse, Friedrichs and Co. 36
AGENCY—Bauerlein, Inc.
Hydril Co. 62
AGENCY—John Ramsey Co.
IDECO ..... 58 and 59
AGENCY—Don L. Baxter, Inc.
Ingalls Shipbuilding Corp. 101
AGENCY—Liller, Neal & Battle, Adv.
International Paint Co. 12
AGENCY—E. M. Freystadt Associates
Thomas Jordan, Inc. 101
AGENCY—Whitlock, Swigart & Evans, Inc.
Kane Boiler Works 29
AGENCY—Key Adv. Agency
Kennedy Marine Engine Co. 86
Langham, Langston and Burnett 84
LeBus International Engineers, Ltd. 46
AGENCY—Ted Workman Adv.
Link-Belt Speeder Corp. 6
AGENCY—Klau-Van Pietersom-Dunlap, Inc.
MacClatchie Mfg. Co. 9
AGENCY—L. J. Swain, Adv.
Mac Mab, Inc. 72
AGENCY—Ritchie Adv. Agency
McDonough Marine Service 103
McIntosh Electric Supply Co. 85
Robert H. Macy 104
Maracaibo Marine Service C. A. 96
Marine Catering Service 107
AGENCY—Leslie Adv.
Marine Service Co. 86
Maritime Insurance Agency 99
AGENCY—Leslie Adv.
Markey Machinery Co. 97
AGENCY—Publishers Production Agency
Marsh & McLennan 31
AGENCY—Stone-Stevens, Inc.
Mavor-Kelly Co. 91
AGENCY—The Anthony Co.
Mechanical Equipment Co. 82
AGENCY—Stone-Stevens, Inc.
Micheletti Brothers 93
Mid-Continent Supply Co. ..... 19, 20 and 21
AGENCY—Magnussen Adv. Agency
Mission Mfg. Co. 70
AGENCY—Rives, Dyke and Co.
Montagu Hotel 102
AGENCY—Harry Atkinson, Inc.
Ben H. Moore Insurance Agency 66
Lee C. Moore Corp. 22
AGENCY—Paul Locke Adv., Inc.
Capt. John Morrill 106
D. Napier & Son Ltd. 26
AGENCY—D. R. Casson Limited
Penrod Drilling Co. ..... Inside front cover
AGENCY—Goodloe Stuck Adv. Agency
Petroleum Distributing Co. 96
AGENCY—Leslie Adv.
The Photo Mart 100
Port Houston Iron Works, Inc. 69
E. Emile Rackle Communications 102
Radio Corp. of America 14
AGENCY—Al Paul Lefton Co.
Reading & Bates Offshore Drilling Co. 109
AGENCY—Benton Ferguson and Associates
Reagan Equipment Co. 38
AGENCY—Leslie Adv.
Reda Pump Co. 56
AGENCY—Watts, Payne, Adv., Inc.
Reed Unit-Fans, Inc. 103
AGENCY—Whitlock, Swigart & Evans, Inc.
Robin Boat Rental Service 84
M. Rosenblatt & Son 104
Dallas Rupe & Son, Inc. 50
AGENCY—Taylor-Norsworthy, Inc.
S & N Pump Co. 57
Security Engineering Division ..... Front cover
AGENCY—The McCarty Co. of Texas, Inc.
Southern Marine & Aviation Underwriters 87
AGENCY—Robert Kottwitz Adv.
Sparkman & Stephens, Inc. 104
Thomas L. Stanley, Jr. 104
Steiner Insurance Agency 108
Stewart & Stevenson Distributing Co. ..... 42 and 43
AGENCY—Ritchie Adv. Agency
Stewart & Stevenson Services, Inc. ..... Back cover
AGENCY—Rives, Dyke and Co.
Joe Stine, Inc. 77
AGENCY—David A. Lee, Adv.
Texas Marine & Industrial Supply 61
AGENCY—David A. Lee, Adv.
Thermoid Co. 71
AGENCY—The Aitkin-Kynett Co.
The Timken Roller Bearing Co. 51
AGENCY—Batten, Barton, Durstine & Osborn, Inc.
Unit Crane & Shovel Corp. 66
AGENCY—Paulson-Gerlach & Associates
United Aircraft Corp. 16
AGENCY—Lennen & Newell, Inc.
United States Steel Corp. 33
AGENCY—Batten, Barton, Durstine & Osborn, Inc.
Universal Services of Texas 80
Capt. John F. Vandegrift 104
Arnold V. Walker Shipyard, a subsidiary of Ingalls Shipbuilding Corp. 105
AGENCY—Liller, Neal & Battle
Wallace & Tiernan, Inc. 30
AGENCY—Branstater Associates, Inc.
Welex, Inc. 11
AGENCY—Evans & Associates
H. Newton Whittelsey, Inc. 104
Wilson Electrical Equipment Co. 74
AGENCY—Ritchie Adv.
John L. Wortham and Son 105
AGENCY—Boone and Cummings

When oil men talk about OFFSHORE DRILLING the name you hear repeated more and more is . . .

READING & BATES

READING & BATES

READING & BATES

READING & BATES

READING & BATES

READING & BATES

OFFSHORE DRILLING CO.

- 1101 Philtower Bldg., Tulsa, Oklahoma
- 610 Saratoga Bldg., New Orleans, Louisiana

BOATEL
DECK & ENGINE
SERVICE

THE PROOF OF THE PUDDING...

also the meat, fowl and fish courses, vegetables, salads and desserts . . . is in the eating . . . and that's the kind of proof we demand! Before we hire a man as a cook, he has to prepare meals—plenty of 'em—in our test kitchens—and what's more important, these meals are "tested" by highly critical people. You see, we agree with Napoleon that "An army travels on its stomach", and we're actually feeding a vast army of fighting men—men fighting against time, nature, machinery and the elements of oil, oil and more oil. These men must be well-fed and healthy, and our cooks must KNOW how to keep them that way. Besides, the most fun these men have out on a lonesome rig is their "three squares a day" (plus extras) and we want our cooks to keep 'em happy.

BOATEL
STEWARD
SERVICE

GENERAL MARINE CORP.
OIL FIELD CONTRACTORS
P. O. BOX 262 • FI 1-4283
PETERS ROAD • HARVEY, LA.

The Slush Pit . . .

A YOUNG cooneaux from the Louisiana bayou country was telling his friends about the wonderful generosity of Texans.

"You can be a perfect stranger in a big city like Houston," he said, "and you may be walking down the street when all of a sudden a Texan in a big Cadillac will stop and ask if you want to ride. He will offer to take you to a fine restaurant, and to a show afterward. Then he will take you to a beautiful hotel, where you will be his guest overnight—and it won't cost you a cent!"

His friends were astounded. "Did this happen to you, Boudreaux?" one asked.

"No," replied the cooneaux, "but it happened to my sister."

When the toolpusher married and moved into a house near the offshore base, he found the place full of rats. Since his bride was frightened to death of rats, he bought traps. He set the traps in the kitchen—one near a box of apples, and the other near a box of nuts, both of which were being ravaged by the rats.

That night there was a loud snap, and the toolpusher rushed into the kitchen. His bride sat up in bed.

"Did you catch him by the apples?" she called.

"No, dear," he replied.

Police sent out pictures of an escaped convict in six different poses. A constable sent the following wire: "Have captured five of them and am on the trail of the sixth."

Druggist: "Did that mud pack I suggested improve your wife's appearance?"

Toolpusher: "It did for a couple of days, but then it wore off."

"What's all this rot about somebody sighting a sea serpent?"

When it comes to offshore towing, G & H's 35 years of diversified harbor, coastal and deep sea experience . . . a modern diesel fleet of 700 to 1700 hp tugboats for every towing requirement . . . and fully licensed crews who thoroughly know and understand the sea . . . contribute materially to the speed, safety, efficiency and ultimate economy of your tow.

Anywhere in the Gulf or Latin American waters

. . . If it floats, we can tow it!

DAY OR NIGHT PHONE
Galveston SO 3-6468 or SO 3-4673
Houston WA 8-5406 or MI 5-3614
Corpus Christi TU 4-8791
New Orleans RA 8697
Morgan City 4826

Pioneers in Gulf Coast tidelands towing, G & H has capably handled every conceivable towing assignment. No job has proved too large. None could be too small. If it floats, G & H can tow it . . . well . . . anywhere in the Gulf or Latin American waters. Call the G & H office nearest you today, and let towing experts help you solve your offshore towing problems. No obligation, of course.

TOWING COMPANY INC.

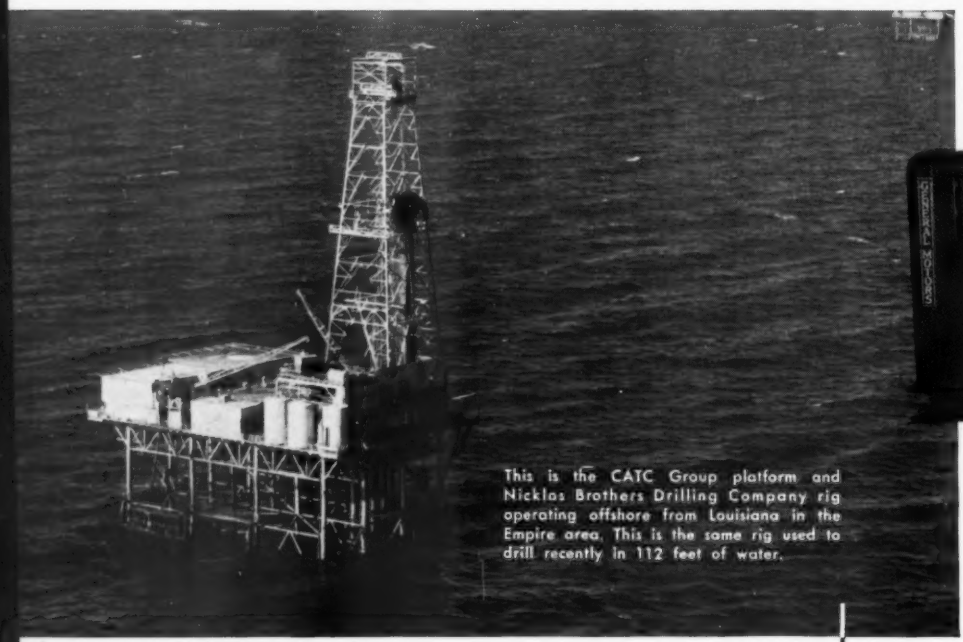
FLEET OF MODERN 700 TO 1700 HP TUGBOATS FOR EVERY TOWING REQUIREMENT

CORPUS CHRISTI | HOUSTON | GALVESTON 509 Texas Bldg. | MORGAN CITY | NEW ORLEANS

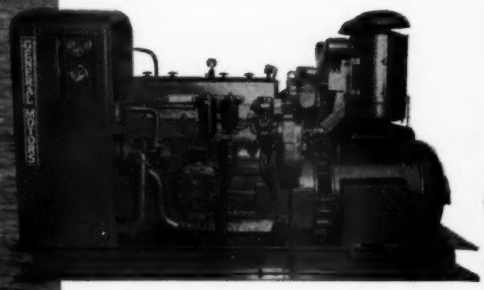
7473

0084

DEPENDABLE POWER



This is the CATC Group platform and Nicklos Brothers Drilling Company rig operating offshore from Louisiana in the Empire area. This is the same rig used to drill recently in 112 feet of water.



One of three 100 KW Stewart & Stevenson generator sets being used on the drilling operation by the Nicklos Drilling Company.

In Big Offshore Chore, No Maintenance Costs

Everything has to be right on the CATC Group platform which is in deep water in the Gulf of Mexico. The drillsite is far from land. The wells are being drilled deep . . . and directionally.

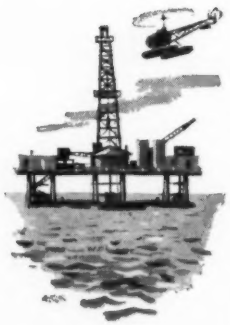
One of the RIGHT things about the Nicklos Drilling Company rig is the AC power that comes from three 100 KW, Stewart & Stevenson GM Diesel powered generator sets.

"These have been extremly satisfactory," Don E. McMahon, President of the Nicklos Drilling Company, says.

"The sets have been in operation over a year and we have had no maintenance costs."

When power needs are critical . . . when power must be precise and dependable, you can be sure of Stewart & Stevenson, the world's largest distributor of diesel engines.

The right power and the best service and parts policy make for unexcelled dependability.



STEWART & STEVENSON

STEWART & STEVENSON SERVICES, Inc.

Main Office and Plant:	4516 Harrisburg Blvd., Houston 11, Texas Phone CApitol 5-5341
Branches:	Corpus Christi, Dallas, Lubbock, San Juan, Odessa, and Beaumont-Port Arthur
Representatives:	San Antonio, Longview, Brownsville, Pecos, Wichita Falls, Amarillo, and Austin
Export Office:	Room 1405, 74 Trinity Place, New York, N. Y.

We're proud of our record in meeting every power need for the nation's leading drilling contractors

THE WORLD'S LARGEST DISTRIBUTOR OF DIESEL ENGINES